

CHAPTER 20 - ADMINISTRATIVE PROCEDURES

CONTENTS

	Page
21 - ORDERING CHANNELS/COST CODING	13
21.1 - GEOGRAPHIC COORDINATION CENTERS	13
21.1.1 - GREAT BASIN COORDINATION CENTERS	13
21.1.2 - UNIT DISPATCH CENTERS	13
21.1.3 - INITIAL ATTACK/ MUTUAL ASSISTANCE	16
21.2 - ORDERING PROCEDURES	17
21.2.1 - ELECTRONIC MAIL PROCEDURES (.MOB)	17
21.3 - NON-INCIDENT RELATED ORDERING	20
21.4 - COST CODING.....	20
21.5 - RESOURCE TRACKING	20
22 - OVERHEAD/CREWS	22
22.1 - MOBILIZATION.....	22
22.1.A. - MOBILIZATION CENTERS ACTIVATION PROCESS.....	22
22.2 - DEMOBILIZATION.....	23
22.2.1 - FIRE SUPPRESSION WORK AND REST GUIDELINES	23
22.3 - CREWS (TYPE I and TYPE II)	25
22.4 - SMOKEJUMPERS	25
22.5- HELICOPTER MODULE	25
22.5.1 - ORDERING EXCLUSIVE USE HELICOPTERS	25
22.5.2 - ORDERING.....	25
22.5.3 - PERSONNEL REQUIREMENTS FOR CWN HELICOPTERS	25
22.5.4 - SUPPORT EQUIPMENT REQUIRED	26
22.5.5 - QUALIFICATIONS	26
22.6 - COMMUNICATIONS COORDINATOR	28
22.6.1 - FREQUENCY COORDINATION	28
22.7 - INCIDENT METEOROLOGIST	28
22.8 - CACHE SUPPORT POSITIONS	28
22.9 - INCIDENT MANAGEMENT TEAMS.....	28
22.9.A - TYPE I INCIDENT MANAGEMENT TEAMS	28
22.9.B - TYPE I TEAM MOBILIZATION ORDER CHECKLIST	33
22.9.C - TYPE II INCIDENT MANAGEMENT TEAMS.....	35
22.9.D - TYPE II TEAM MOBILIZATION ORDER CHECKLIST	37
22.9.1 - NATIONAL AREA COMMAND TEAMS.....	39
22.9.2 - NATIONAL PARK SERVICE ALL-RISK INCIDENT MANAGEMENT TEAM	39
22.9.3 - INTERAGENCY FIRE USE MANAGEMENT TEAMS (FUMT)	39
22.9.4 - NATIONAL PARK SERVICE FIRE USE MODULES.....	39
22.9.5 - CRITICAL INCIDENT STRESS DEBRIEFING TEAMS.....	39
22.9.5.1 - DEFINITION.....	39
22.9.5.2 - ORDERING.....	40
22.9.6 - ASSISTANT DISBURSING OFFICER TEAMS (ADO), CLASS A.....	40
22.9.6.1 - ASSISTANT DISBURSING OFFICER TEAMS (ADO).....	40
22.9.7 - ADMINISTRATIVE PAYMENT TEAMS (APT)	40
22.9.8 - BUYING TEAMS	40
22.9.8.1 - INCIDENT BUSINESS ADVISOR	43
22.9.9 - DEPARTMENT OF INTERIOR - BURNED AREA REHABILITATION (BAR) TEAMS	43

22 - OVERHEAD/CREWS (Continued)

22.9.10 - WILDLAND FIRE PREVENTION/EDUCATION TEAMS	43
22.9.11 - WILDLAND FIRE AND AVIATION SAFETY TEAMS (FAST).....	43
22.10 - FIRE SECURITY POSITIONS	43
22.10.1 - SECURITY SPECIALIST I	43
22.10.2 - SECURITY SPECIALIST II	44
22.11 - HUMAN RESOURCE SPECIALIST	44
22.12 - UNION REPRESENTATIVES	44
22.13 - COST UNIT COMPUTER APPLICATION	44
22.13.1 - GENERAL CONSIDERATIONS	44
22.13.2 - ORDERING OF COST UNIT PERSONNEL	44
22.14 - GREAT BASIN TRAINEE PROGRAM	45
22.15 - REPORT OF SERIOUS INJURY OR DEATH OF A NATIVE AMERICAN FIREFIGHTER	46

23 - EQUIPMENT/SUPPLIES

23.1 - MOBILIZATION.....	47
23.1.1 - ORDERING PROCEDURES	47
23.1.2 - NATIONAL INTERAGENCY SUPPORT FIRE CACHE.....	48
23.1.3 - INCIDENT SERVICE AND SUPPLY PLAN	48
23.2 - DEMOBILIZATION.....	49
23.3 - NATIONAL INTERAGENCY SUPPORT CACHE ORDERING PROCEDURES.....	50
23.3.1 - NFES ITEMS IN SHORT SUPPLY	50
23.3.2 - FIELD OFFICE REPLENISHMENT DURING FIRE SEASON	50
23.3.3 - FIELD OFFICE REPLENISHMENT OUTSIDE OF FIRE SEASON	51
23.3.4 - INCIDENT REPLACEMENT	51
23.3.5 - INCIDENT REPLACEMENT: TYPE III & IV INCIDENTS	51
23.3.6 - CACHE VAN PROCEDURES.....	52
23.4 - NATIONAL INCIDENT RADIO SUPPORT CACHE	53
23.4.1 - MOBILIZATION.....	53
23.4.2 - DEMOBILIZATION.....	53
23.4.3 - DEDICATED RADIO FREQUENCIES.....	53
23.5 - ADVANCED TECHNOLOGY METEOROLOGICAL UNIT (ATMU)	53
23.5.1 - REMOTE ENVIRONMENTAL MONITORING SYSTEM (REMS)	53
23.5.2 - REMOTE AUTOMATIC WEATHER STATIONS (FRWS)	53
23.6 - NATIONAL CONTRACT MOBILE FOOD SERVICE AND SHOWER UNITS	53
23.6.1 - MOBILIZATION.....	53
23.6.2 - REASSIGNMENTS	53
23.6.3 - DEMOBILIZATION.....	53
23.7 - CONTRACT ENGINES.....	53
23.8 - COMMISSARY	53

24 - AIRCRAFT

24.1 - MOBILIZATION.....	55
24.1.1 - AIRCRAFT SOURCES	55
24.1.2 - DEFINITIONS AND GENERAL PROCEDURES	56
24.1.3 - AIRCRAFT SELECTION FACTORS	59
24.2 - DEMOBILIZATION.....	60
24.3 - FLIGHT MANAGEMENT PROCEDURES.....	60
24.3.1 - FLIGHT ORDERING, SCHEDULING, RESOURCE TRACKING, AND FLIGHT FOLLOWING PROCEDURES FOR POINT-TO-POINT FLIGHTS.....	60
24.3.2 - FLIGHT ORDERING, SCHEDULING, RESOURCE TRACKING, AND FLIGHT FOLLOWING PROCEDURES FOR MISSION (TACTICAL) FLIGHTS	65
24.4 - AIRBORNE THERMAL INFRARED (IR) FIRE MAPPING	68

24 - AIRCRAFT (Continued)

24.5 - LEAD PLANES	68
24.5.1 - LEAD PLANES.....	70
24.6 - AERIAL SUPERVISION MODULES (ASM1)	70
24.7 - AIR TACTICAL AIRCRAFT	70
24.8 - LARGE TRANSPORT AIRCRAFT	70
24.8.1 - AGENCY-OWNED/CONTRACT AIRPLANES	70
24.9 - HELICOPTERS: CALL WHEN NEEDED (CWN)	71
24.9.1 - EXCLUSIVE-USE CONTRACT	71
24.9.2 - CALL-WHEN-NEEDED (CWN) HELICOPTERS	71
24.9.3 - CWN HELICOPTER MODULES.....	72
24.9.4 - HELICOPTER NUMBERING	72
24.9.5 - HELICOPTER RAPPELLING	73
24.9.6 - HELICOPTER SHORT-HAUL RESCUE/INSERTION.....	73
24.9.7 - AERIAL IGNITION	73
24.10 - AIRTANKERS	74
24.10.1 - EARLY ACTIVATION.....	74
24.10.2 - MODULAR AIRBORNE FIREFIGHTING SYSTEMS (MAFFS).....	74
24.10.3 - SINGLE ENGINE AIRTANKERS (SEATS).....	74
24.10.4 - AIRTANKER DISPATCH LIMITATIONS - START-UP/CUT-OFF TIMES	75
24.11 - TEMPORARY FLIGHT RESTRICTIONS (FAR 91.137).....	76
24.11.1 - POLICY	76
24.11.2 - PROCEDURES.....	76
24.12 - MILITARY TRAINING ROUTES AND SPECIAL-USE AIRSPACE	77
24.13 - AIRSPACE CONFLICTS	77
24.14 - FAA TEMPORARY CONTROL TOWER OPERATIONS	77
24.15 - INTERAGENCY INTERIM FLIGHT AND DUTY LIMITATIONS	78
24.16 - AIRPORT CLOSURES	78
24.17 - EMERGENCY AIRCRAFT RADIO FREQUENCIES	78
24.18 - AIRCRAFT IDENTIFICATION SYSTEM	79
24.18.1 - ORDERING/RESOURCE TRACKING	79
24.18.2 - TACTICAL AIRCRAFT CALL SIGNS	79
24.19 - AIRCRAFT ACCIDENT AND INCIDENT/HAZARD/MAINTENANCE DEFICIENCY REPORTING.....	79
24.19.1 - GENERAL	79
24.19.2 - AGENCY REQUIREMENTS.....	80
24.20 - AVIATION POSITIONS (GREAT BASIN).....	80
24.20.1 - AREA AVIATION COORDINATOR	80
24.20.2 - AIRSPACE COORDINATOR.....	82
24.20.3 - AVIATION SAFETY ASSISTANCE TEAMS (ASATs).....	82
24.20.4 - ORDERING AND NOTIFICATION PROCEDURES FOR SPECIALIZED AVIATION POSITIONS.....	83

25 - INTELLIGENCE..... 85

25.1 - INTELLIGENCE	85
25.1.1 - INCIDENT STATUS SUMMARY (ICS-209)	85
25.1.2 - INTERAGENCY SITUATION REPORT (SIT)	85
25.1.3 - INCIDENT MANAGEMENT SITUATION REPORT.....	86
25.1.4 - SERIOUS ACCIDENT/INJURY REPORT	86
25.2 - PREDICTIVE SERVICES	86
25.2.1 - WEEKLY FIRE WEATHER/FIRE DANGER OUTLOOK.....	86
25.2.2 - MONTHLY FIRE WEATHER/FIRE DANGER OUTLOOK	86
25.2.3 - NATIONAL WILDLAND FIRE OUTLOOK REPORT	86
25.3 - TACTICAL AVAILABILITY REPORT.....	87
25.4 - INCIDENT PRIORITIES LISTING.	87
25.5 - YEAR END STATISTICS.....	87

26 - NATIONAL FIRE PREPAREDNESS PLAN	89
26.1 - WHY PREPAREDNESS LEVELS ARE ESTABLISHED.....	89
26.1.1 - WHY PREPAREDNESS LEVELS ARE ESTABLISHED - GREAT BASIN	89
26.2 - GEOGRAPHIC AREA PREPAREDNESS LEVELS	89
26.2.1 - GENERAL	89
26.2.2 - EXCEPTIONS.....	89
26.3 - PREPAREDNESS LEVEL DESCRIPTIONS.....	90
26.3.1 - PREPAREDNESS LEVEL I	90
26.3.2 - PREPAREDNESS LEVEL II	90
26.3.3 - PREPAREDNESS LEVEL III	91
26.3.4 - PREPAREDNESS LEVEL IV	92
26.3.5 - PREPAREDNESS LEVEL V.....	93
26.4 - NATIONAL MULTI-AGENCY COORDINATING GROUP (MAC) DECISIONS.....	93
26.4.1 - GREAT BASIN MULTI-AGENCY COORDINATING GROUP (MAC) DECISIONS.....	93
26.5 - FOLLOW-UP EVALUATION.....	93
 27 - MOBILIZATION PROCEDURES FOR MILITARY ASSETS AND INTERNATIONAL ASSIGNMENTS.	 95
27.1 - ESTABLISHED RESOURCE ORDERING PROCESS	95
27.1.A - GREAT BASIN PROCEDURES	95
27.2 - CIVILIAN SUPPORT.....	95
27.3 - DEMOBILIZATION PROCEDURES	95
27.4 - INTERNATIONAL OPERATIONS	95
27.4.1 - CANADA	95
27.4.2 - SUPPORT TO OTHER NATIONS FOR LARGE SCALE MOBILIZATIONS	95
 28 - DISPATCH FORMS.....	 97
28.1 - RESOURCE ORDER.....	97
28.2 - FOOD SERVICE REQUEST	97
28.3 - PASSENGER AND CARGO MANIFEST	97
28.4 - AIRCRAFT FLIGHT REQUEST/SCHEDULE.....	97
28.5 - INFRARED AIRCRAFT SCANNER REQUEST	97
28.6 - FAA TEMPORARY TOWER REQUEST	97
28.7 - PREPAREDNESS/DETAIL REQUEST	97
28.8 - INCIDENT STATUS SUMMARY (ICS-209).....	97
28.9 - WILDLAND FIRE ENTRAPMENT/FATALITY	97
28.10 - WEEKLY WILDLAND FIRE WEATHER/FIRE DANGER OUTLOOK	97
28.11 - MONTHLY WILDLAND FIRE WEATHER/FIRE DANGER OUTLOOK.....	97
28.12 - INTERAGENCY REQUEST FOR TEMPORARY FLIGHT RESTRICTION	97
28.13 - DOCUMENTATION OF CONTACTS REQUESTING DECONFLICTION OF AIRSPACE BY THE MILITARY.....	97
28.14 - SAFECOM FORM.....	97
28.15 - AIRSPACE BOUNDARY MANAGEMENT PLAN AND FORM.....	97

21 - ORDERING CHANNELS/COST CODING. See National Mobilization Guide.

21.1 - GEOGRAPHIC COORDINATION CENTERS.

21.1.1 - GREAT BASIN COORDINATION CENTERS.

A. Eastern Great Basin Coordination Center (EGBCC). The Eastern Great Basin Coordination Center (EGBCC) in Salt Lake City is the focal point for internal and external requests for the agencies within the geographic area of Utah, Idaho (South of the Salmon River), Arizona (Arizona Strip District) and Wyoming (Bridger-Teton National Forest and Grand Teton National Park).

B. Western Great Basin Coordination Center (WGBCC). The Western Great Basin Coordination Center (WGBCC) in Reno is the focal point for internal and external requests for agencies within the geographic area of Nevada and the part of the Toiyabe National Forest in California and the portion of Lake Mead National Recreation Area in Arizona.

21.1.2 - UNIT DISPATCH CENTERS. Unit Dispatch Centers in the Great Basin, as well as the agencies participating in the Centers, are as follows:

A. Idaho/Wyoming Zone

1. Boise Interagency Logistics Center (BDC)

- Boise National Forest, FS (BOF)
- Deer Flat National Wildlife Refuge (DFR)
- Great Basin Cache Personnel (GBK)
- Idaho State Office, BLM (ISO)
- Lower Snake River District (Boise), BLM (BOD)
- National Interagency Fire Center (Personnel dispatch)
- Southwest Idaho Supervisory Area, Dept. of Lands, State (SWS)

2. Central Idaho Interagency Fire Center (CIC)

- Salmon/Challis National Forests, FS (SCF)
- Upper Columbia, Salmon/Clearwater District (Salmon), BLM (SAD)

3. Eastern Idaho Interagency Fire Center (EIC)

- Bear Lake National Wildlife Refuge (BLR)
- Camas NWR (CSR)
- Caribou-Targhee National Forest, FS
- Eastern Area, Idaho Department of Lands, State (IDS)
- Fort Hall Agency, BIA (FHA)
- Grays Lake National Wildlife Refuge (GLR)
- Upper Snake River District, Eastern Idaho Area (Idaho Falls), BLM (IFD)

4. Payette National Forest Dispatch Center (PAC)

- Payette National Forest, FS (PAF)
- Southern Idaho Timber Protection Area, State (TPS)

5. Sawtooth National Forest Dispatch Center (STC)

- Sawtooth National Forest, FS (STF)

6. Southern Idaho Interagency Logistics Center (SIC)

- Craters of the Moon National Monument, NPS (CMP)
- Hagerman Fossil Beds National Monument, NPS (HFP)
- Hagerman National Fish Hatchery, FWS
- Idaho Department of Parks and Recreation, State
- Minidoka National Wildlife Refuge (MNR)
- South-Central Area, Idaho Department of Lands, State (IDS)
- Upper Snake River District, South-Central Idaho Area, BLM (SID)

7. Teton Interagency Dispatch Center (TDC)

- Bridger-Teton National Forest, FS (BTF)
- Grand Teton National Park, NPS (GTP)
- National Elk Refuge (NER)
- Western Wyoming Counties

B. Nevada Zone

1. Central Nevada Interagency Dispatch Center (CNC)

- Battle Mountain Field Office, BLM (BMD)
- Humboldt/Toiyabe National Forest, Santa Rosa Ranger District, FS (2HTF)
- Winnemucca Field Office, BLM (WID)

2. Elko Interagency Dispatch Center (EIC)

- Eastern Nevada Agency, BIA (ENA)
- Elko Field Office, BLM (EKD)
- Humboldt/Toiyabe National Forest, FS (1HTF)
- Northern Region, Nevada Div of Forestry, State (NNS)
- Ruby Lake National Wildlife Refuge (RLR)

3. Ely Interagency Communication Center (ECC)

- Eastern Nevada Agency, BIA (ENA)
- Ely Field Office, BLM (ELD)
- Great Basin National Park, NPS (GBP)
- Humboldt/Toiyabe National Forest, FS (4HTF)

4. Las Vegas Interagency Communication Center (LIC)

- Ash Meadows National Wildlife Refuge (AMR)
- Desert National Wildlife Refuge (DSR)
- Lake Mead Recreation Area, NPS (LAP)
- Las Vegas Field Office, BLM (LVD)
- Moapa Valley National Wildlife Refuge (MVR)
- Nevada Div of Forestry, Southern Region, State (NSS)
- Pahrangat National Wildlife Refuge (PRP)
- Humboldt/Toiyabe National Forest, FS (5HTF)

5. Sierra Front Interagency Dispatch Center (SFC)

- Anaho Island National Wildlife Refuge (AIR)
- Carson City Field Office, BLM (CCD)
- Fallon National Wildlife Refuge (FLR)
- Nevada Div of Forestry, State Office, State (NCS)
- Stillwater National Wildlife Refuge (SWR)
- Humboldt/Toiyabe National Forest, FS (3HTF)
- Western Nevada Agency, BIA (WNA)
- Western Region, Nevada Div of Forestry, State (NWS)

C. Utah/Arizona Zone

1. Cedar City Interagency Fire Center (CDC)

- Arizona Strip Field Office, BLM (ASD)
- Bryce Canyon National Park, NPS (BRP)
- Cedar City Field Office, BLM (CCD)
- Dixie National Forest, FS (DIF)
- Glen Canyon National Recreational Area, NPS (GLP)
- Grand Staircase Escalante National Monument, BLM
- Natural Bridges National Monument (NBP)
- Rainbow Bridge National Monument (RAP)
- Southern Paiute Field Station, BIA (PIA)
- Southwest Area, Utah Div of Forestry, Fire & State Lands, State (SWS)
- Zion National Park, NPS (ZIP)

2. Moab Interagency Fire Center (MFC)

- Arches National Park, NPS (ARP)
- Canyonlands National Park, NPS (CAP)
- Hovenweep National Monument (HOP)
- Manti-LaSal National Forest, FS (MLF)
- Moab Field Office, BLM (MOD)
- Monticello Field Office (MOD)
- Price Field Office (MOD)
- Southeast Area, Utah Division of Forestry (SES)
- White Mesa and Ute Mountain Agency (UMA)

3. Richfield Interagency Fire Center (RFC)

- Capitol Reef National Park, NPS (CRP)
- South Central Area, Utah Div of Forestry, Fire & State Lands (SCS)
- Fishlake National Forest, FS (FIF)
- Manti-LaSal National Forest, FS (MLF)
- Richfield Field Office, BLM (RID)
- Fish Springs National Wildlife Refuge (FSR)
- Bureau of Indian Affairs

4. Salt Lake Interagency Fire Center (SLC)

- Bear River Migratory Bird Refuge (BBR)
- Golden Spike National Historic Site, NPS (GSP)
- Salt Lake Field Office, BLM (SLD)
- Utah State Office, BLM (USO)
- Wasatch-Cache National Forest, FS (WCF)
- Wasatch Front & Bear River, Utah Div of Forestry, Fire & State Lands (NWS)

5. Uinta Interagency Fire Center (UIC)

- Timpanogos Cave National Monument, NPS (TIP)
- Uinta National Forest, FS (UIF)

6. Uintah Basin Interagency Fire Center (UBC)

- Ashley National Forest, FS (ASF)
- Northeast Area, Utah Div of Forestry, Fire & State Lands, State (NES)
- Ouray National Wildlife Refuge, FWS (OWR)
- Uintah and Ouray Agencies, BIA (UOA)
- Vernal Field Office, BLM (VLD)

21.1.3 - INITIAL ATTACK/ MUTUAL ASSISTANCE. Mutual assistance is established to streamline the ordering process and to take advantage of the closest forces concept.

Within the Great Basin, a dispatch center may order resources directly from another dispatch center, provided this direct ordering has been pre-identified in a written mutual assistance agreement, operating plan, or is a bordering unit. Dispatch Centers utilizing initial attack resources with adjacent dispatch centers outside the Great Basin must have written agreements. If it becomes evident that the incident will not be confined, contained or controlled during initial attack, the initial attack resources shall be formally requested on resource orders through established dispatch channels.

Initial attack for mutual assistance purposes includes initial and necessary support resources to contain the fire within the first burning period.

The following requirements apply to the provision of mutual assistance:

- When responding to a mutual assistance request, the sending unit can respond only with resources under their control.
- Each dispatching unit may order resources for initial attack from other dispatching units within their defined mutual assistance area for use on its local unit only.
- All such ordering shall be documented on the appropriate resource order.
- The appropriate Great Basin Coordination Center will be notified if National Resources are committed (See Great Basin Mobilization Guide, Subsection 13.4).
- At the time it becomes evident the incident will not be contained during the first burning period, mutual assistance resources exchanged between units will be formally ordered through the appropriate Great Basin Coordination Center.
- All initial attack resources that respond to mutual assistance requests cannot be reassigned to another incident or be put into a standby status without prior approval from the sending unit.

See Chapter 40, Section 49 for a list of the Inter-Unit Initial Attack/Mutual Assistance Memoranda of Understanding (MOU's).

21.2 - ORDERING PROCEDURES. See National Mobilization Guide.

21.2.1 - ELECTRONIC MAIL PROCEDURES (.MOB). Electronic mail procedures, as identified, will be used by all levels of dispatch. Dispatch centers will send all electronic data transfers directly to the appropriate GACC. Units receiving .MOB information from the GACCs will receive it on their Dispatch Messaging System (DMS). Great Basin units will send electronic mail (.MOB) to the appropriate Great Basin Coordination Center utilizing the following addresses:

EGBCC: utebcmob@dms.nwcg.gov

WGBCC: nvwbcmob@dms.nwcg.gov

A. .MOB Procedures. These procedures are for the electronic transfer of travel information only. All orders/requests will be placed by telephone. .MOB is not to be used as an electronic order or for emergency release requests or tactical aircraft. All information regarding tactical aircraft will be relayed by telephone. COMMIT message are required to note the change in status of NATIONAL resources. Confirmation that a request will be filled or requests for emergency releases will be via telephone. Resources assigned and confirmed travel information will be forwarded using .MOB.

When charter aircraft are used to move resources, a completed Flight Schedule and .MOB must be sent to the appropriate coordination center. The center will relay information to the appropriate dispatch center.

Once travel information is known, the **sending GACC will forward an electronic message to the receiving Great Basin Unit/GACC. Sending units from local areas are not to forward messages direct to non-local GACC.** The communication link is from sending GACC to receiving GACC/Dispatch Unit. Demobilization procedures follow the same process .MOB will not be used to send stale travel information, i.e., after the demob event has occurred. **NOTE: Outside of normal business hours, .MOB information must be confirmed via telephone to the appropriate coordination/dispatch center.**

During demobilization, coordination of potential reassignments will be handled via the telephone at all dispatch levels. All change order information from one GACC to another will be passed by telephone by NICC. Travel for the new assignment is treated as a mobilization .MOB. Once the disposition of the resource has been determined (reassignment or demobilization), the .MOB message describing travel will be created and mailed. Demobilization procedures follow the same established ordering channels.

Electronic Notification (The following procedures **shall** be followed):

1. On the subject line include the type of resource (Crews, Overhead, Equipment, Supplies) and indicate "MOB" if the resource is being mobilized and "DEMOB" if the resource is being demobilized.

Examples: SUBJECT: NM-GNF-003 CREWS, **MOB**
SUBJECT: NM-GNF-003 OVERHEAD, **DEMOB**

2. A Cache Shipping Status form will be used by caches to relay shipping information for supplies and equipment.
3. Use the two letter identifier for commercial airlines. Examples: AS, Alaska Airlines; HP, American West Airlines; DL, Delta Airlines; WN, Southwest Airlines.
If the identifier is not known, spell out the entire airline name. (Reference the Official Airline Guide for complete list.)

4. Use the three letter identifier for the mobilization and demobilization points, for example, use BOI for Boise, ID. If you do not know the three letter identifier, do not make one up! If a three letter identifier is not known or available for the mobilization or demobilization point, spell out the entire place name.
5. The format for the electronic message is: order number, request number, home unit, resource assigned, demob point (release to), and travel. Travel information includes method, identifier, destination, ETD date & time, ETA date & time. The last line is pertinent information (i.e. Traveling w/O-22. They will call home dispatch at each fuel stop). Cell phone numbers will be included on this line (if available), especially for crews, in the event of a reassignment enroute.
6. All times (ETA and ETD) are in local time zones.
7. It is recommended that units keep a hard copy of each .MOB, for purposes of documentation.

.MOB Examples -- Overhead traveling via commercial airlines from TAF to SW Area

TO: utebcmob/r4,ebc
SUBJECT: NM-GNF-003 OVERHEAD, MOB

NM-GNF-003 OVERHEAD, MOB
O-55/ID-TAF/MARK STONE/IDA
ETD IDA 5-5 2300 CO #1212
ETA ABQ 5-6 0100 DL #2323
CELL PHONE: 208-456-1234

Overhead/Crews traveling via AOV from ELY to EGB Area

TO: nvwbcmob/r4,wbc
SUBJECT: UT-VLD-123 OVERHEAD, MOB

UT-VLD-123 OVERHEAD, MOB
O-65/NV-ELD/BILL JONES/ELY
ETD ELY 7-31 0400 AOV #5555
ETA INCIDENT BASE 7-31 1800
CELL PHONE: 775-789-4567

Overhead traveling via charter from LAS to NW Area

TO: nvwbcmob/r4,wbc
SUBJECT: NV-LVD-152 OVERHEAD, DEMOB

NV-LVD-152 OVERHEAD, DEMOB
O-216/WA-YAA/TED SMITH/YKM
ETD LAS 8-12 1030 CHARTER/MINUTEMAN/C-421/N7777
ETA YKM 8-12 1130
CELL PHONE: 775-789-4567

Equipment traveling via ground transport & operators traveling via charter air from BOF to WB Area

TO: utebcmob/r4,ebc
SUBJECT: NV-CCD-098 EQUIPMENT, MOB

NV-CCD-098 EQUIPMENT, MOB
E-28/ID-BOF/E-2635/BOI
E-31/ID-BOF/E-1204/BOI
ETD BOI 7-13 0500 GET A RIDE TRANSPORT #1278
ETA INCIDENT BASE 7-13 1100

E-28/ID-BOF/E-2635/BOI
E-31/ID-BOF/E-1204/BOI
ETD BOF 7-13 0800 CHARTER/FUTURE AIR/CHEYENNE/N5554
ETA RNO 7-13 0930

Caterer mobilized to PAF by NICC

TO: utebcmob/r4,ebc
SUBJECT: ID-PAF-P46111 EQUIPMENT, MOB

ID-PAF-P46111 EQUIPMENT, MOB
E-2/ID-NIC/BLAGGS K1/BOI
ETD MYL 6-21 1200
ETA PINE CAMPGROUND 6-21 1500

Radio system demobilized to NICC from SFC

TO: nvwbcmob/r4,wbc
SUBJECT: NV-TOF-003 EQUIPMENT, DEMOB

NV-TOF-003 EQUIPMENT, DEMOB
E-10/ID-NIC/4390-25/BOI
ATD RNO 6-21 0800 CHARTER/ARIZONA AIR/K-AIR 90/N398R
ETA BOI 6-21 1030

NOTE: When Great Basin units require assistance with travel arrangements, the requesting units will telephone the appropriate Great Basin Coordination Center and provide the information necessary to schedule transportation. This will include information such as the number and weight of passengers and baggage, pick-up point at airport, time available to load, etc. As soon as practical, the sending unit will .MOB the resources assigned information to the appropriate GACC. The appropriate Great Basin GACC will schedule transportation and .MOB the sending and receiving units complete resource information, including itinerary.

B. REASSIGNMENTS. When resources, excluding National Fire Equipment System (NFES) supply items, are reassigned from one incident to another within the jurisdictional boundaries of the hosting dispatch center, a new resource order **will not** be relayed to the Geographic Area Coordination Center. When that resource is released to its home unit, it will be released off the original order that the hosting dispatch center ordered the resource on. If the resource is reassigned to another jurisdiction, then the .MOB message is sent as a mob, not a demob, since this is a new (or original) order for the new jurisdiction and dispatch center. The Geographic Area Coordination Center will track the original order number for resources moving between geographic areas or dispatch center boundaries.

Reassignment of Overhead from ID-PAF to WB Area:

TO: nvwbcmob/r4,wbc
FROM: utebcmob/r4,ebc
SUBJECT: NV-WID-J500, OVERHEAD, MOB

Original PAF order: ID-PAF-532, O-21

MESSAGE:
FROM: idpaf/r4,payette

NV-WID-J500 OVERHEAD, MOB
O-7/CA-PNF/TIM RHODES/SVE
ETD MYL 7-31 0700 MDT AOV #7777
ETA WMC 7-31 1300 PDT

NOTE: The .MOB message for a reassignment will be a mobilization message to the new assignment. Once mobilization information has been sent, the sending unit must close out the original order request that the resource was released from. Local units are responsible for tracking the original order number for resources moving from incident to incident within their local dispatch area. The GACCs are responsible for tracking the original order number of resources moving between geographic areas or dispatch center boundaries.

C. STATUS/COMMIT Messages. Status/Commit messages are required to note the change in status (committed, out of service, etc.) of national resources. As stated in Subsection 13.4 of the Great Basin and National Mobilization Guides, this notification will be done by the Dispatch Messaging System (DMS) within 15 minutes of commitment or change in status. In the event that DMS is unavailable, notification may be made by telephone. If done by DMS, please use the following "short" format, (T-63 has been committed to the Winnemucca Area.)

21.3 - NON-INCIDENT RELATED ORDERING. See National Mobilization Guide.

21.4 - COST CODING. See National Mobilization Guide.

21.5 - RESOURCE TRACKING.

A. Sending units will relay actual time of departure (ATD) and estimated time of arrival (ETA) for all resources assigned.

B. Receiving units are responsible for follow up if resources do not arrive within reasonable limits of the most recently communicated ETA.

C. Great Basin Coordination Centers will not be notified of arrival of resources, except where flight following or resource tracking of aircraft is involved or requested.

D. All Great Basin resources (i.e., engines, hand crews, helitack) dispatched via a Coordination Center resource order will observe the following procedures. These procedures will enable the Coordination Centers to track and mobilize resources more efficiently.

1. When mobilizing to or from an incident, resources will check-in with their Coordination Center (EGBCC or WGBCC) via the 1-800-Number (or to the number identified on the resource order.) as close to a two-hour interval as possible. (Helicopter flight crew should call during fuel stops.)
2. Miscellaneous overhead, driving to or being released from an assignment have the option to check-in.

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22 - OVERHEAD/CREWS. See National Mobilization Guide. After available local resources have been exhausted, as well as those available under initial attack and/or mutual assistance agreements between units as outlined in Subsection 21.1.3, requests for assistance shall be placed directly with the appropriate Great Basin Coordination Center.

22.1 - MOBILIZATION.

Great Basin Coordination Centers will fill orders from the best, most logical source available. This choice will be made on the basis of urgency or need, availability, delivery time, reasonable cost effectiveness, operational impact on other units, consideration of the integrity of the overall program, and, above all, safety. Units filling requests for personnel are responsible for ensuring **ALL** performance criteria are met.

Great Basin Coordination Centers will accept requests for general clerical, driver, or laborer positions only after all sources available at the local unit level have been exhausted or have been determined to be unavailable.

22.1.A. - Mobilization Centers Activation Process.

NICC may request the activation of the Boise Mobilization Center (BMC) for the moving of crews outside the Great Basin area through the standard ordering process. NICC will generate an incident order called "Boise Mobilization Center" utilizing an Equipment Order and will include the appropriate incident management codes (FS and BLM) to activate the BMC. NICC will provide timely notification of their activation of the BMC.

EBC or WBC may request activation of the BMC for moving crews and overhead within the Great Basin area by calling BDC direct. All agencies within the Great Basin shall order the BMC activated through normal dispatch procedures. The Coordination Centers will utilize an Equipment Order to generate an incident called "Boise Mobilization Center", including the appropriate management codes (FS and BLM), and pass the request on to BDC. If the BDC is to support several incidents within the Great Basin, EBC/WBC will utilize a Large Fire Support management code and support will be divided appropriately among the incidents.

BDC may activate the BMC to support crew mobilization/movements of incidents within Boise Dispatch's jurisdiction. In this case, BDC will initiate the appropriate Equipment Order and provide supporting management codes as necessary.

The Mobilization Center manager will coordinate the facilities, supplies, and staffing needs according to the operations plan. The Mobilization Center will not assume the responsibility of the sending unit for screening and outfitting of resources (i.e., boots, gloves, etc.). Units activating and utilizing the Mobilization Center will need to review and comply with the Boise Area Mobilization Operating Plan.

PROCEDURES:

- 1) The BMC will be notified a minimum of 6 hours prior to the arrival of crews including notification of arrival and departure times of crews and aircraft.
- 2) Provide BDC with specific information as to the number and type of personnel in transit, arrival/departure information, and support services requested. (Include requests for ground transportation to the incident, hand tools, PPE, chain saws.) It cannot be assured that BDC will automatically arrange transportation and tooling to or from an incident without a resource order.
- 3) Crew in transit are requested to arrive at the BMC fully equipped with personal gear, PPE and double lunch by the home unit at a specific time no more than six (6) hours prior to, and not less than three (3) hours prior to scheduled departure when traveling by air. If crews require lunches or meals prior to departure, the BMC requires six (6) hours notification.
- 4) Close out order.

22.2 - DEMOBILIZATION. Orderly flow of personnel and resources from the incident to the place of origin must follow the reverse order of mobilization and remain within established communication channels. Emphasis will be placed on having personnel home no later than 2200 local time during all demobilization. It must be recognized that occasionally the availability of large transport aircraft will dictate the time frames of the demobilization of resources.

Great Basin Coordination Centers shall establish priorities for releases and inform other centers of resources becoming available.

Demob information shall specify the last days off and how many days left before end of commitment and final demobilization.

If a resource is released for disciplinary reasons, no reassignment will be considered. The home unit and appropriate GBCC will be informed of disciplinary action. The home unit will be responsible for reassignment action.

Units/Incident Commanders will complete performance evaluations for all sub-standard performances (based on qualification levels or the ability to do the job) for suppression/support resources. These evaluations shall be immediately filled out and sent to the local line officer and forwarded to the appropriate Great Basin Coordination Center. The GBCC shall forward the evaluation to the responsible agency representative.

See the Interagency Incident Business Handbook, Subsection 12.7-1 for Rest and Recuperation (R&R) guidelines.

22.2.1 - FIRE SUPPRESSION WORK AND REST GUIDELINES. Management of rest for crews, overhead and support personnel to assure safe, productive fire suppression activities is a basic responsibility of fire management personnel at all levels. Performance evaluations and ratings of overhead, crews and support personnel should evaluate management of and compliance with work/rest guidelines. The following are guidelines, but should be utilized in decision-making to assure adequate rest for fire suppression crews, overhead and support personnel.

A. Work/Rest Ratio. Plan for and ensure a 2:1 Work:Rest ratio. For example, provide 1 hour of sleep/rest for every 2 hours of work/travel.

B. Length of Assignment. Minimum length of assignment will be 14 days and maximum shall not exceed twenty-one (21) days, including travel, unless:

- The Incident Commander provides a written justification; and,
- Approval for the extension is received from the firefighter's home unit.

The maximum assignment for certain State crews is limited through agreement to 14 days plus travel time.

A maximum fire assignment of 14 days (can be negotiated to 21days) can be expected by Great Basin non-fire personnel working on incidents within the Great Basin, except when dispatched as part of:

- Type I and II Incident Management Teams
- Type I and II Buying Unit Teams
- Type I and II Crews
- Suppression Resources (engine crews, helicopter modules, etc) that have been identified as being "available" for 21 days by the home unit.

C. Rest and Recuperation (R&R). For personnel involved in continuous suppression activity, a minimum of 1 full day rest should be provided for every 14 day assignment; a full 2 days of rest should be provided for every 21 day assignment. If AD crews are released at the end of a 14 day assignment, R&R will not normally be provided. When days off are planned, arrange for rest and recuperation facilities that provide for:

1. Eight (8) hours of uninterrupted sleep.
2. Facilities for showering and washing clothes.
3. Commissary or other sources of essential personal items.
4. Access to a public telephone for personal calls.
5. Smoke free environment.
6. Where practical, recreational opportunities such as television and video movies may be provided. R&R sites that provide the above needs at the least cost should be selected.

D. Rest Between Assignments. A minimum of twenty-four (24) hours rest for sleep and personal services should be provided following an extended fire suppression assignment before mobilization of the resource to another fire.

E. Driving Restrictions.

1. **First Day.** When dispatched or assigned to emergency situations, either in direct suppression or support operation, the following driver restrictions apply to the first day:
 - a. Employees are permitted to drive a maximum of ten (10) hours behind the wheel with a 2 hour allowance to complete the run or reach a safe or preferred destination.
 - b. Employees are limited to a 15 hour maximum duty day followed by a minimum of eight (8) hours off in non-duty status.
 - c. Employees should not drive continuously and it is recommended to take a break every two hours or when appropriate.

2. Multiple Drivers. When dispatched or assigned to emergency situations, either in direct suppression or support operations, the following driving restrictions apply to multiple drivers:

- a. Employees utilizing multiple drivers are permitted to drive a maximum of 15 hours behind the wheel with no individual driver exceeding ten (10) hours behind the wheel.
- b. Employees are limited to a 15 hour duty day followed by a minimum of eight (8) hours off in non-duty status.
- c. Employees should not drive continuously and it is recommended to take a break every two (2) hours or when appropriate.

22.3 - CREWS (TYPE I and TYPE II). See National Mobilization Guide. All sending Dispatch Centers within the Great Basin shall forward a crew manifest via electronic means to the ordering unit via established dispatch channels. Agencies/Units sponsoring Type II crews will comply with established guidelines.

22.4 - SMOKEJUMPERS. See National Mobilization Guide.

Movement of smokejumpers within the Great Basin will be coordinated through the appropriate Great Basin Coordination Center. The appropriate Great Basin Coordination Center(s) must be notified when fifty (50) percent of the smokejumpers have been committed by the local unit.

Orders for use of jump ready smokejumpers with aircraft within the Great Basin shall be on an Overhead resource order. The following procedures are for the purpose of expediting initial attack requests. The request will be for IA-1, 1 each, Load of Smokejumpers, additional request numbers are not required on such an order. However, as soon as possible after the jumpship is airborne, the sending dispatch unit shall provide a manifest by electronic mail/fax to the receiving unit per established dispatch channels. All other header information on the order will be completed by the ordering unit and provided as usual.

22.5 - HELICOPTER MODULE.

22.5.1 - ORDERING EXCLUSIVE USE HELICOPTERS. Whenever an Exclusive Use Helicopter fills a helicopter request, the administrating/sending unit will send the helicopter and support resources to conduct normal operations. The normal complement of resources are the heli-tender truck, support vehicle, manager and maximum of six (6) crewpersons. The helicopter order will be placed on an aircraft order and all the support/module information documented on that order.

22.5.2 - ORDERING CWN HELICOPTERS. Whenever a CWN helicopter is ordered, a qualified Manager and Module is required to manage this resource (Managers must be qualified as a Helicopter Manager Call When Needed (HCWN). Reference interim NWCG direction). If none is available locally, a Manager/Module must be ordered simultaneously with the aircraft order through the appropriate Great Basin Coordination Center. The order shall be placed on an Overhead Resource Order, with a separate request number for each individual. Cross reference notations should be made on the corresponding Aircraft Resource Order to identify which module is assigned to which helicopter.

If the intended use is for initial attack the HCWN request must specify a fitness level of arduous. Any other qualification requirements (ICT4, etc.) must also be specified.

When CWN personnel/modules are required to arrive with module specific equipment (flight helmets, radios, etc.) it must be specified at the time of request.

22.5.3 - PERSONNEL REQUIREMENTS FOR CWN HELICOPTERS. (See the Interagency Helicopter Operations Guide (IHOG), Chapter 2 for a summary of personnel requirements.) For all agencies within the Great Basin, the following CWN Helicopter Manager/Module requirements shall be met:

A. CWN Type 1 and 2 Helicopters. There are both limited category (restricted to lift only, no passenger carrying) and standard category (passenger carrying) Type 1 and 2 helicopters available. CWN helicopter Manager/Module requirements are as follows:

1. Type 1 and 2 Limited. Requires a Helicopter Manager only.

2. Type 1. Standard requirements are:

(a) Fire Use. Requires a Helicopter Manager plus 4 Helicopter Crewpersons.

(b) Project Use. Requires a Helicopter Manager only, with an order for additional crew persons as necessary.

3. Type 2 Standard. Requirements are:

(a) Fire Use. Requires a Helicopter Manager plus 3 Helicopter Crewpersons.

(b) Project Use. Requires a Helicopter Manager only, with an order for additional crewpersons as necessary.

B. CWN Type 3 Helicopters.

1. Fire Use. Requires a Helicopter Manager plus 2 Helicopter Crewpersons.

2. Project Use. Requires a Helicopter Manager only, with an order for additional crewpersons as necessary.

22.5.4 - SUPPORT EQUIPMENT REQUIRED. CWN modules, when assigned, shall arrive with the following support equipment:

A. Each module crewperson shall have personal protective equipment (PPE), web gear, and personal pack.

B. The Helicopter Manager shall have a portable radio and necessary operational and contract administrative paperwork and forms (30 pounds additional weight is approved).

C. If additional support equipment (cargo nets, vehicles, etc.) is needed, ordering unit must furnish or order (See Table 22-1 on the following page).

22.5.5 - QUALIFICATIONS. CWN Helicopter Managers and Helicopter crewpersons must be qualified in accordance with agency policy. See Interagency Helicopter Operations Guide, (IHOG, January 1998), for guidance. There is no type distinction between Type 1, 2 or 3 Helicopter Managers or crewpersons.

Table 22-1 Items to Consider When Ordering a Helicopter

Helicopter Type:			
Type I	Standard	Cargo including	loads and passengers
Type I	Limited	Cargo including	loads - No passengers
Type II	Standard	Cargo including	loads and passengers
Type II	Limited	Cargo including	loads - No passengers
Type III		Cargo including	loads and passengers
Type IV		Cargo including	loads and passengers
Special Requests:	Helicopter:	Personnel:	Equipment:
Helicopter must arrive with bucket	Density Altitude:	Module needed & should it be standard	Aerial firing:
Helicopter should be initial attack ready	Extreme temperature possibility anywhere at the fire	Is there any special requirements (i.e. aerial firing or rappeller qualified)?	Sphere dispenser with spheres
Fuel truck/chase truck should report to different location	A landing area at a relatively high elevation to consider	Are there Agency considerations with regard to personnel	Fusee dispenser with fusees
	Capacity:	Special Personnel:	Helitorch with ground crew fuel & vehicle(s).
	Minimum Passenger load consideration	Infrared operator	Infrared equipment (w/operator)
	Minimum internal/external load requirement	Retardant mixing/loading crew	Other external equipment:
	Bulk material consideration	Helitorch mixing/loading crew	Long lines
	Special Operations:	FLE crew (qualified smokejumpers)	Nets, slings & swivel (specify if non-standard)
	Long Line	Medical personnel (EMT)	Stokes litter or other specialized rescue items
	Aerial firing	Pilot(s):	Special buckets or tanks
	Helicopter retardant	Special qualifications	Ground Equipment:
	Non-standard water drops (i.e. Snorkel)	Relief, dual, or two pilots for 24 Hr. Ops. (Alaska only)	Portatank
	Rappeller		Fueling:
	Fire Line Explosives (FLE)		Large capacity fuel operations
	Rescue		Avgas (rare for helicopter)
			Ground tanks
			Rollagons (Alaska Only)

22.6 - COMMUNICATIONS COORDINATOR. See National Mobilization Guide.

22.6.1 - FREQUENCY COORDINATION. The Great Basin Frequency Coordinators are responsible for coordinating with NIRSC at NIFC, local units, and GACC's on assignment, coordination and control of frequencies. (See the Great Basin Aviation Communication Plan in the supplement of this guide.)

22.7 - INCIDENT METEOROLOGIST. See National Mobilization Guide.

22.8 - CACHE SUPPORT POSITIONS. See National Mobilization Guide.

22.9 - INCIDENT MANAGEMENT TEAMS. The Great Basin Geographic Area has two (2) Type I Incident Management Teams and six (6) Type II Incident Management Teams.

Two Type II Incident Management Teams are located in Utah, two are located in Nevada, and two are in Idaho. See Subsection 68.2 in the Great Basin Mobilization Guide for Type I and II Team schedules and configurations.

The decision as to which type of team to utilize is usually based on incident complexity and other considerations. **The Incident Complexity Guidelines** (See 310-1, Wildland Fire Qualification Subsystem Guide, page 6) may be used by the ordering unit, in consultation with the responsible Line Officer or Manager, in making decisions regarding ordering of Type I or Type II Teams or the replacement of a Type II Team with a Type I Team.

The primary mission of these teams is for wildland fire management. FEMA requests for teams will be honored by all federal agencies, and on a case-by-case basis by the state

Incidents that do not meet the above criteria will be filled on a case by case basis at each agency's discretion.

22.9.A - TYPE I INCIDENT MANAGEMENT TEAMS. The Great Basin and Rocky Mountain Geographic Areas have three (3) Type I Incident Management Teams on a combined Great Basin/Rocky Mountain rotation and National rotation. The teams will be identified on the National rotation as "Rocky Basin". Within the Great Basin/Rocky Mountain area they will be identified by the Incident Commander's last name. This rotation is established prior to the fire season (See Subsection 68.2., Point 1A). Great Basin Type I Teams will comply with the Great Basin Type I Incident Management Team Operating Plan (Also see "Team Operating Guidelines"). Operating and dispatching procedures are as follows:

1. GENERAL PROCEDURES.

- a. All requests for Type I Incident Teams will be made through established dispatch channels.
- b. Great Basin/Rocky Mountain Coordination Centers and NICC will place resource orders for the on-call "Rocky Basin" Incident Management Team with the appropriate Coordination Center as follows:

EGBCC - Martin
EGBCC - Hefner
RMCC - Hart

It is the responsibility of the Incident Commander's Geographic Area Coordination Center to notify cooperating GACCs/NICC of internal commitment of a team.

- c. The Eastern Great Basin Coordination Center (EGBCC) will be the focal point for maintaining current information on team status regarding rotation, on-call period and availability.

- d. The Rocky Basin Type I Incident Management (Long) Team call-out schedule will start April 10, 2002, and continue through the year. Each on-call period will begin at 0001 hours Wednesday (Mountain Time) and continue through the following Tuesday at 2400 hours (Mountain Time).
- e. Once a team has been mobilized, the next Type I team on rotation will fill the remainder of that call-out period and their scheduled call-out period, so that the scheduled rotation remains the same.
- f. Two (2) Type I Teams may be committed within the Great Basin/Rocky Mountain Areas before a Coordination Center must go to NICC and obtain additional Team(s) from the National Roster.
- g. If the Type I Incident Commander is unavailable for call-out, the entire team is unavailable. The next team on the schedule will move up to the on-call status. The Deputy Incident Commander may be allowed to take the team with Geographic Area MAC Group approval.
- h. When more than two primary Command/General Staff members are unavailable for dispatch, the team is unavailable. The next team on the schedule will move to the on-call status for the remainder of the week, plus its regularly scheduled week.
- i. A Long Team configuration shall be the normal response within the Great Basin/Rocky Mountain Area unless the requesting unit specifically requests a short team. The Rocky Mountain Team configuration will be accepted within the Great Basin. The Great Basin Long Team configuration for use within the Great Basin has one (1) each of the following positions, in addition to the National Standard team positions:
- Logistics Section Chief
 - Supply Unit Leader
 - Facilities Unit Leader
 - Ground Support Unit Leader
 - Security Manager
 - Cost Unit Leader (ICARS)
- When dispatched out of the Great Basin/Rocky Mountain Area, the Team will comply with the National standard (See National Mobilization Guide, Chapter 60) unless the additional positions are approved and ordered by the requesting unit.
- j. On-call team members will be available for mobilization within two hours during the designated period of call-out.
- k. If a short team is mobilized, the remaining members of the team will be kept in on-call status for twenty-four (24) hours. After twenty-four hours, these members shall be placed off-call and may be available for miscellaneous assignments.

1. Team Performance Evaluations will be completed by agency line officers for all incidents within their jurisdiction. Performance evaluation forms or narratives shall be completed and forwarded to the appropriate Great Basin Coordination Center within 7 days of the team closeout. The Coordination Center will forward evaluations to the Great Basin Operations Group chairperson.

2. ROLES & RESPONSIBILITIES FOR TEAM COORDINATION AND MOBILIZATION.

- **Team Coordination Center.** The Eastern Great Basin Coordination Center (EGBCC) is the overall coordinator of teams.
- **Great Basin Coordination Centers (GBCC).** EGBCC and WGBCC are responsible for team members within their geographical areas of responsibility in the Great Basin.
- **Unit Dispatch Centers.** Dispatch Centers are responsible for team member(s) within their dispatch area.

The following identifies the coordination levels and the roles and responsibilities of each:

Team Coordination Center (EGBCC).

- a. Is the primary contact for all orders regarding Type I Great Basin Incident Management Teams.

- b. Maintains current information on the "Rocky Basin" Team regarding rotation/availability for National and Great Basin/Rocky Mountain call-up.
- c. Disseminates standby and alert notices to the appropriate centers.
- d. Provides status information on the Situation Report, and as needed to WGBCC, RMCC, NICC and the dispatch centers within their area.
- e. Relays and/or receives mobilization and demobilization information to/from the appropriate Dispatch/Coordination Centers.
- f. Coordinates travel arrangements between sending and receiving units when necessary.
- g. Provides an end-of-the-year report of team utilization.

Great Basin Coordination Centers (GBCCs).

- a. EBC and WBC maintain current roster of the on-call team(s) and update/transmit rosters to the Incident Commanders (ICs), unit dispatch centers, and between GBCCs. The following are the Great Basin Teams identified by the IC's name, as well as the GBCC responsible for the roster:
 - Kim Martin EBC
 - Paul Hefner EBC
 - Steve Hart RMC
- b. Receive and implement mobilization requests from the ordering units and process orders through appropriate channels.
- c. Notify team member's unit dispatch center and Incident Commander of on_call/standby status of team and any current fire activity which potentially might affect team status.
- d. Receive notification of unavailability of individual team members from unit dispatch centers and request substitute(s) per substitute ordering procedures (See Subsection 22.9, Subpoint A.6).
- e. Advise/coordinate with appropriate Incident Commander on substitution needs pertaining to the team.

Unit Dispatch Centers.

- a. Notify each team member of on_call status if different than regular rotation schedule. It is incumbent on each team member to make notification to his/her IC and the local unit dispatch center if he/she will be unavailable for the call-out period.
- b. Receive mobilization/demobilization order and process order according to dispatch plan.
- c. Notify coordination center of team member unavailability.
- d. Coordinate with appropriate GBCC concerning team member(s) transportation arrangements. See Subsection 24.3.1.C for further information on coordination of air transportation between Coordination Centers and local units.

3. PROCEDURES FOR MOBILIZING GREAT BASIN TYPE I TEAMS.

- a. A dispatch center shall order through the appropriate Coordination Center. When Great Basin teams are on-call, WGBCC, RMCC and NICC will order through EGBCC. When a Rocky Mountain team is on-call, WGBCC, EGBCC and NICC will order the Rocky Mountain Incident Management Team through RMCC. When Rocky Basin teams are depleted, orders for Type I Team(s) which will come from outside the Great Basin/Rocky Mountain Areas may be placed to NICC by a Great Basin or Rocky Mountain Coordination Center.
- b. All orders for Rocky Basin Type I Teams for use outside the Great Basin will be ordered by NICC through the appropriate Coordination Center (see Subsection 22.9). EGBCC will relay Great Basin Team requests to appropriate Eastern Great Basin Dispatch Centers and to WGBCC who will contact their team members in the Western Great Basin.
- c. Dispatch Centers relay order(s) to team member(s) and coordinate with the appropriate GBCC concerning transportation for all team members within their area. Dispatch Centers relay all team information back to the appropriate Coordination Center per standard resource ordering procedures.

When arranging for transportation, it is imperative that the Coordination Center/Ordering Unit reach an agreement on a reasonable arrival time for the team. It will then be the responsibility of the sending dispatcher/Coordination Center to arrange for transportation necessary to meet the time frames established.

- d. Substitution needs that become necessary when a team is mobilized shall be promptly relayed to the Coordination Center, who will fill through normal dispatch channels (closest qualified resource).

4. TYPE I TEAM REASSIGNMENT AND DEMOBILIZATION PROCEDURES.

- a. Reassignment. No reassignment of out-of-area Type I teams, from one incident to another, will occur unless done in coordination with NICC. Reassignments of in-area teams can occur, but should be coordinated with the appropriate Geographical Center manager (or MAC Group, if in place) and NICC.
- b. Demobilization. Normal demobilization procedures for Type I Teams will involve demobilizing the entire team at the same time. In rare circumstances, a unit can request continued assistance from an individual team member after the team departs. Concurrence from the team IC and the team's sending Coordination Center will be necessary for this to occur.

5. PROCEDURES FOR NOTIFICATION OF ON-CALL STATUS.

- a. On the Monday before call-out, EGBCC will send out the current team roster to its units and to WGBCC. WGBCC will forward it on to the team members' dispatch centers as a reminder that a new on-call period is coming up.
- b. Dispatch centers will confirm team member(s) availability, especially if outside the normal team schedule. They will inform the respective Coordination Centers if a team member is unavailable.
- c. Established team rosters, with substitutes as they occur, shall be created by and be the responsibility of the Coordination Centers. These lists shall be exchanged between GBCC's and the Incident Commanders, and will be sent to all appropriate area dispatch centers.
- d. EGBCC will notify WGBCC, RMCC and dispatch centers of any changes in the rotation.

6. PROCEDURES FOR REQUESTING TYPE I TEAM SUBSTITUTES.

- a. A team member who anticipates being unavailable, or becomes unavailable during an on_call period, shall perform the following, in order:
 - 1. Notify his/her IC.
 - 2. Notify the appropriate team member as identified by the team's internal policies (for example, individual's supervisor within the team).
 - 3. Notify his/her dispatch center.
 - 4. Suggest a substitute to his/her dispatch center.
- b. Dispatch centers have responsibility to relay unavailability to Coordination Center.
- c. The EGBCC and WGBCC will attempt to find team substitutes for the two Great Basin Teams using the established priority substitute list within the Great Basin.
- d. As soon as the position is filled, EGBCC will update the roster and re-distribute.

22.9.B - TYPE I TEAM MOBILIZATION ORDER CHECKLIST. The following is a table showing the mobilization order checklist to be used for all three Type I teams dispatched within the Rocky Basin Area. A copy of the checklist will be on file in dispatch offices and negotiated with the requesting unit and designated team representative (IC or LSC) prior to placing the order.

When determining the date and time needed, insure that a team member or agency representative can be in place to receive the items.

Table 22-2 Type I Mobilization Order Checklist (Overhead)

OVERHEAD		TYPE I IMT		PRE-ORDER	
2 ea	BCMG	5 ea	RADO	3 ea	IOF1or IOF2 or IOF3
1 ea	DOCL	1 ea	EQPM	2 ea	EQTR
1 ea	COTR	1 ea	COMT	2 ea	PTRC
1 ea	FDUL	1 ea	INCM	1 ea	HEB1
1 ea	EMTI (Male-Line Qualified)	2 ea	SCKN	2 ea	HELB
1 ea	EMTI (Female-Line Qualified)	4 ea	FOBS	4 ea	HECM
1 ea	MEDL	1 ea	IMET	2 ea	SOF1 (will accept SOF2)
1 ea	EMTI (Male)	1 ea	DEMOB	2 ea	SOF2
1 ea	EMTI (Female)	1 ea	IRIN	2 ea	RCDM (Supply Unit)
1 ea	SPUL (Hart's Team Only)	2 ea	ORDM	1 ea	RCDM (Helibase)
1 ea	CTSP	1 ea	TNSP		

Table 22-3 Type I Mobilization Order Checklist (Crews)

CREWS		TYPE I IMT		PRE-ORDER	
2 ea	Camp Crew 10 person	5 ea	Type I Crew	5 ea	Type II Crew (3 T2IA if available)

- Note: If crews are not coming with their own crew transports, notify the Supply Unit Leader immediately, so that operations can arrange crew transportation at the incident.

Table 22-4 Type I Mobilization Order Checklist (Equipment)

EQUIPMENT		TYPE I IMT		PRE-ORDER	
1 ea	Caterer	1 ea	Fax Machine-Plain Paper (Plans)	15 ea	4X4 Pickup or Utility Vehicle WITHOUT Operator - Prefer Pickup
1 ea	Shower Unit	1 ea	Fax Machine-Plain Paper (Supply)	8 ea	4X4 Pickup or Utility Vehicle WITH Operator - Prefer Pickup
1 ea	Gray Water Truck 1500-3000 gallon	1 ea	Fax Machine-Plain Paper (Demob)	1 ea	4X4 Suburban WITHOUT Operator
1 ea	Potable Water Truck 1500-3000 gallon	25 ea	Porta Potties w/ daily service	1 ea	4X4 Suburban WITH Operator
1 ea	Fuel Truck w/ relief operator, minimum 500 gallons gas/500 gallons diesel w/ two hoses	2 ea	ADA Porta Potties w/ daily service	3 ea	Sports Utility Vehicle WITHOUT Operator
1 ea	Reefer(Mobile Refrigeration Unit) w/ steps or ramp if available, 24 ft minimum	3 ea	Garbage dumpster w/ daily service, minimum 30 CY total capacity	1 ea	One-ton Stake Bed Pickup w/ lift if available, WITH or WITHOUT Operator
4 ea	Cell phone, Handheld (Local)	6 ea	Hand Washing stations, self contained	2 ea	U-Haul or Ryder Van 20-24 ft. WITHOUT driver w/ metal roof if available
2 ea	Digital Copier w/ daily maintenance, collator, auto feed, reduction/enlargement, surge protector, and two extra toner cartridges	1 ea	30 KW Generator, Whisper Jet		

Table 22-5 Type I Mobilization Order Checklist (Supplies)

SUPPLIES		TYPE I IMT		PRE-ORDER	
1 kt	#1836 ATMU Mobile Fire Weather Module	1 ea	#1835 First Aid Station 500 person	50 ft	Clear Mylar 36" wide, 4 mil thick, Drafting Quality (Local Purchase)
1 kt	#5800 REMS Remote Environmental Monitoring System	6 ea	#0307 Extinguisher, Fire, 20-lb, dry, rating 40-B:C	3 cs	Copier Paper 8.5 x 11 (Local Purchase)
1 kt	#4390 Kit, Starter System	2 kt	#0650 Kit, Evacuation, Litter Basket	1 cs	Copier Paper 8.5 x 14 (Local Purchase)
1 kt	#9069 Mobile Cache Support Van (250 person)	1 ea	#1031 Sign Kit, Incident Base	1 cs	Copier Paper 11 x 17 (Local Purchase)
3 kt	#0520 Helicopter Support Kit	2 kt	#1040 Crash Rescue Kit	200 cs	Bottled Water 12-20 ounce (Local Purchase)
1 kt	#0270 Air Ops Branch Kit	20 ea	#0189 Sign Blank, White 14" x 11"	1 ea	Helium Bottle 15-20 lb for Infrared Flights

Table 22-6 Type I Mobilization Order Checklist (Aircraft)

AIRCRAFT		TYPE I IMT		PRE-ORDER	
2 ea	Type III Helicopter w/ Module	1 ea	Air Attack Aircraft, Twin Engine, with 1 each 9600 channel FM radio & 2 each 720 channel AM radios & a GPS unit	1 ea	Infrared Flight – One flight 2200-2400 daily. Deliver mapped data to Situation Unit by 0400 daily. Continue until cancelled.

22.9.C - TYPE II INCIDENT MANAGEMENT TEAMS. The Idaho, Nevada and Utah zones within the Great Basin have established six (6) Type II Teams, two within each zone. The Great Basin Type II Team rotation and call-out schedule will start May 25, 2001 and continue through September 30, 2001. Each on-call period will begin at 0001 hours Friday (Mountain Time) and continue through Thursday at 2400 hours (Mountain Time). See Chapter 60 for rotation schedule and team rosters. Great Basin Type II Teams will comply with the Great Basin Type II Incident Management Team Operating Plan. Operating and dispatching procedures are as follows:

1. GENERAL PROCEDURES.

- a. All requests for Type II Incident Management Teams will be made through established dispatch channels.
- b. When three (3) primary Command/General Staff members are unavailable for dispatch, the team is unavailable.
- c. Great Basin Type II Teams will adhere to National guidelines regarding weight limitations, shift lengths, and length of fire assignments.
- d. Long team configuration will be the normal response within the Great Basin, unless the requesting unit specifically requests a short team.
- e. Type II Team members on-call shall be available for mobilization within two (2) hours.
- f. If a short team is mobilized, the remaining members of the team shall be kept on-call for twenty-four (24) hours. After 24 hours, these members may be available for miscellaneous assignments.

2. TEAM CONFIGURATION. Type II Teams ordered for use within the Great Basin area will be either in a long or short team configuration. Any variation from the standard configuration is at the discretion of the requesting unit only.

Short Team (8 Members)

- (1) ICT2 Commander
- (1) SOF2 Safety Officer
- (1) PSC2 Planning Section Chief
- (1) LSC2 Logistics Section Chief
- (1) FSC2 Finance Section Chief
- (2) OSC2 Operations Section Chief
- (1) ASGS Air Support Supervisor

Long Team (21 Members)

Short Team Plus:

- (1) SITL Situation Unit Leader
- (1) COML Communications Unit Leader
- (1) SPUL Supply Unit Leader
- (1) FACL Facilities Unit Leader
- (1) GSUL Ground Support Unit Leader
- (1) TIME Time Unit Leader
- (1) RESL Resources Unit Leader
- (1) FBAN Fire Behavior Analyst
- (1) IOF2 Information Officer
- (4) DIVS Division/Group Supervisor

3. MOBILIZATION OF GREAT BASIN TYPE II TEAMS. Teams will be ordered through the following GBCC's for use within a zone in the Great Basin area, or by NICC. All orders for additional Type II Teams from outside the Great Basin will be ordered by the appropriate GBCC through NICC.

- Idaho Teams: EBC
- Utah Teams: EBC
- Nevada Teams: WBC

4. ROLES AND RESPONSIBILITIES OF THE COORDINATION CENTERS. The following identifies the roles and responsibilities of the Coordination Centers relative to Type II Teams:

- a. EBC and WBC are the primary contacts for all orders regarding Type II Great Basin Teams.
- b. Receive and implement mobilization/demobilization requests from ordering unit(s) and process orders through the dispatch centers. Coordinate travel arrangements between unit dispatch centers.
- c. Maintain current information on team status regarding rotation for Zone/Great Basin area and disseminate standby and alert notices to the appropriate Incident Commander and dispatch centers. Maintain current roster of the assigned team members and update and send roster to GBCCs and unit dispatch centers.
- d. The original roster shall be sent to each team member's dispatch unit on the Wednesday before the Friday on-call period. This is to provide notification and verification of availability. Once established, the final list for each on-call period will be sent to the dispatch centers.
- e. Provide status information on the situation report and as needed by the other GBCC's, NICC, and dispatch centers.
- f. Receive list of unavailable individual team members from dispatch centers. Order substitutes through established dispatch channels in the following order:
 - Within the appropriate zone;
 - Within the geographic area;
 - Within the Great Basin.
- g. Advise the Incident Commander of substitutions pertaining to the team, as well as call-up status.

5. PROCEDURES FOR MOBILIZING GREAT BASIN TYPE II TEAMS.

- a. Dispatch Centers and NICC shall order an Incident Management Team through the appropriate GBCC following established dispatch channels.
- b. The Coordination Center will relay orders to dispatch centers and coordinate transportation needs for all team members within their area and adjacent areas.
- c. Dispatch centers shall advise team members & coordinate transportation with GBCC.
- e. Substitution needs that become necessary at the time a team is mobilized shall be promptly relayed by the dispatch center to a Great Basin Coordination Center, who shall fill using the established prioritized substitute list within the Great Basin.

22.9.D - TYPE II TEAM MOBILIZATION ORDER CHECKLIST. The following is a table showing the mobilization order checklist to be used by all six Great Basin Type II teams. A copy of the checklist will be on file in dispatch offices and negotiated with the requesting unit at the time of dispatch. When determining the date and time needed, insure that a team member or agency representative can be in place to receive the items.

Table 22-7 Type II Mobilization Order Checklist (Overhead)

OVERHEAD		TYPE II IMT		PRE-ORDER	
2 ea	BCMG	5 ea	RADO	3 ea	IOF1or IOF2 or IOF3
1 ea	DOCL	1 ea	EQPM	2 ea	EQTR
1 ea	COTR	1 ea	COMT	2 ea	PTRC
1 ea	FDUL	1 ea	INCM	1 ea	HEB1
1 ea	EMTI (Male-Line Qualified)	2 ea	SCKN	2 ea	HELB
1 ea	EMTI (Female-Line Qualified)	4 ea	FOBS	4 ea	HECM
1 ea	MEDL	1 ea	IMET	2 ea	SOF1 (will accept SOF2)
1 ea	EMTI (Male)	1 ea	DEMOB	2 ea	SOF2
1 ea	EMTI (Female)	1 ea	IRIN	2 ea	RCDM (Supply Unit)
1 ea	TNSP	2 ea	ORDM	1 ea	RCDM (Helibase)
1 ea	CTSP				

Table 22-8 Type II Mobilization Order Checklist (Crews)

CREWS		TYPE II IMT		PRE-ORDER	
2 ea	Camp Crew 10 person	5 ea	Type I Crew	5 ea	Type II Crew (3 T2IA if available)

Table 22-9 Type II Mobilization Order Checklist (Equipment)

EQUIPMENT		TYPE II IMT		PRE-ORDER	
1 ea	Caterer	1 ea	Fax Machine-Plain Paper (Plans)	15 ea	4X4 Pickup or Utility Vehicle WITHOUT Operator - Prefer Pickup
1 ea	Shower Unit	1 ea	Fax Machine-Plain Paper (Supply)	8 ea	4X4 Pickup or Utility Vehicle WITH Operator Prefer Pickup
1 ea	Gray Water Truck 1500-3000 gallon	1 ea	Fax Machine-Plain Paper (Demob)	1 ea	4X4 Suburban WITHOUT Operator
1 ea	Potable Water Truck 1500-3000 gallon	25 ea	Porta Potties w/ daily service	1 ea	4X4 Suburban WITH Operator
1 ea	Fuel Truck w/ relief operator, minimum 500 gallons gas/500 gallons diesel w/ two hoses	2 ea	ADA Porta Potties w/ daily service	3 ea	Sports Utility Vehicle WITHOUT Operator
1 ea	Reefer(Mobile Refrigeration Unit) w/ steps or ramp if available, 24 ft minimum	3 ea	Garbage dumpster w/ daily service, minimum 30 CY total capacity	1 ea	One-ton Stake Bed Pickup w/ lift if available, WITH or WITHOUT Operator
4 ea	Cell phone, Handheld (Local)	6 ea	Hand Washing stations, self contained	2 ea	U-Haul or Ryder Van 20-24 ft. WITHOUT driver w/ metal roof if available
2 ea	Digital Copier w/ daily maintenance, collator, auto feed, reduction/enlargement, surge protector, and two extra toner cartridges	1 ea	30 KW Generator, Whisper Jet		

Table 22-10 Type II Mobilization Order Checklist (Supplies)

SUPPLIES		TYPE II IMT		PRE-ORDER	
1 kt	#1836 ATMU Mobile Fire Weather Module	1 ea	#1835 First Aid Station 500 person	50 ft	Clear Mylar 36" wide, 4 mil thick, Drafting Quality (Local Purchase)
1 kt	#5800 REMS Remote Environmental Monitoring System	6 ea	#0307 Extinguisher, Fire, 20-lb, dry, rating 40-B:C	3 cs	Copier Paper 8.5 x 11 (Local Purchase)
1 kt	#4390 Kit, Starter System	2 kt	#0650 Kit, Evacuation, Litter Basket	1 cs	Copier Paper 8.5 x 14 (Local Purchase)
1 kt	#9069 Mobile Cache Support Van (250 person)	1 ea	#1031 Sign Kit, Incident Base	1 cs	Copier Paper 11 x 17 (Local Purchase)
3 kt	#0520 Helicopter Support Kit	2 kt	#1040 Crash Rescue Kit	200 cs	Bottled Water 12-20 ounce (Local Purchase)
1 kt	#0270 Air Ops Branch Kit	20 ea	#0189 Sign Blank, White 14" x 11"	1 ea	Helium Bottle 15-20 lb for Infrared Flights

Table 22-6 Type I Mobilization Order Checklist (Aircraft)

AIRCRAFT		TYPE I IMT		PRE-ORDER	
2 ea	Type III Helicopter w/ Module	1 ea	Air Attack Aircraft, Twin Engine, with 1 each 9600 channel FM radio & 2 each 720 channel AM radios & a GPS unit	1 ea	Infrared Flight – One flight 2200-2400 daily. Deliver mapped data to Situation Unit by 0400 daily. Continue until cancelled.

22.9.1 - NATIONAL AREA COMMAND TEAMS. See [National Mobilization Guide](#).

22.9.2 - NATIONAL PARK SERVICE ALL-RISK INCIDENT MANAGEMENT TEAM. See [National Mobilization Guide](#).

22.9.3 - INTERAGENCY FIRE USE MANAGEMENT TEAMS (FUMT). See [National Mobilization Guide](#).

22.9.4 - NATIONAL PARK SERVICE FIRE USE MODULES. See [National Mobilization Guide](#) and [Prescribed Fire Modules Operations Guidelines, Dispatching Procedures](#), Pages 10-12.

22.9.5 - CRITICAL INCIDENT STRESS DEBRIEFING TEAMS. See [National Mobilization Guide](#).

22.9.5.1 - DEFINITION. A Critical Incident is any incident so unusually stressful and powerful that it breaks through an individual's emotional defenses to cause an immediate --or delayed-- emotional reaction that may be beyond a person's ability to cope. Examples of critical incidents and when to call for a debriefing are:

- Death of a team or crew member.
- Fire shelter deployment, loss of life following (or despite) unusual physical or emotional effort (in particular, for emergency or fire medical personnel).
- An accident with casualties, or an incident with serious potential to have caused an accident.
- Incidents requiring the suppression of normal reactions.
- Events charged with profound emotion.

22.9.5.2 - ORDERING. If a Team is not available on the local unit/area, requests for Debriefing Teams shall be made to Great Basin Coordination Centers on an Overhead Resource Order. (General overview of the situation or appropriate contact will be required.) Great Basin Coordination Centers will work with Agency Managers to fill the request.

22.9.6 - ASSISTANT DISBURSING OFFICER TEAMS (ADO), CLASS A. See National Mobilization Guide. The Great Basin will have Assistant Disbursing Officer Teams and three Buying Teams available. They are ordered through established dispatch channels. See Chapter 60 for details.

State agencies may request ADO or APT team assistance through the appropriate agency as needed.

22.9.6.1 - ASSISTANT DISBURSING OFFICER TEAMS (ADO). See National Mobilization Guide.

A. Requests for a Class A ADO Team shall be placed through established channels to the appropriate Great Basin Coordination Center. The Coordination Center will contact the Fire Business Management Specialist to obtain appropriate approvals.

B. Once the Director of Fiscal and Public Safety approves the request, he/she will notify the Eastern Great Basin Coordination Center.

C. An ADO team will be established from a pool of qualified individuals when an order is received.

22.9.7 - ADMINISTRATIVE PAYMENT TEAMS (APT). See National Mobilization Guide. The policy and procedures in the National Mobilization Guide apply to U.S. Department of the Interior (DOI) agencies only.

22.9.8 - BUYING TEAMS. See National Mobilization Guide. Team listings and Rotations are located in Chapter 60. Rocky Mountain and Great Basin Buying Team members are attached to their team and are unavailable as individual overhead.

The Rocky Mountain and Great Basin Geographic Areas have established Type I and Type II Buying Teams. The teams are on a 1-week on call rotation schedule. Type I Buying Teams begin the season on the same rotation schedule as the Type I Incident Management Teams (IMTs); however, each team is a single entity, and are not attached to one another. When activated, a Buying Team will be assigned to and work for the Line Officer or designate (Administrative Officer) of the unit with the incident(s). The teams will be requested, as a team only through established dispatch channels and not as miscellaneous overhead. If units need additional procurement assistance, orders may be placed for the specific required positions. The Administrative Officer will provide those accommodations and services that are necessary for the unit to function.

A. Type I Buying Teams. The Great Basin and Rocky Mountain Geographic Areas have three (3) Type I Buying Teams on a combined Great Basin/Rocky Mountain rotation and National rotation. These teams will be identified on a national rotation as "Rocky Basin". Teams will be identified by the Buying Team Leader's last name. Great Basin Buying Teams will comply with the Rocky Mountain/Great Basin Buying Team Standard Operating Procedures. All requests for Buying Teams will be made through established dispatch channels.

1. Type I Buying Teams consist of 6 members and shall be ordered for all Type I incidents in the Great Basin. This is not required in the Rocky Mountain Area.

2. Buying Teams status will be maintained by the Geographic Area Coordination Center of the team leader:

3. All Buying Team members will be ordered through and mobilized by their respective geographic area Coordination Center.
4. The Rocky Basin Type I Buying Team call-out schedule is a year-round rotation.
5. On-call team members will be available for mobilization within two hours during their designated alert period.
6. If a team stands down, the remaining members shall be available for single resource assignment.
7. Once a team has been mobilized, the next team on rotation will be on alert for the remainder of that call-out period and their own scheduled call-out period (unless mobilized).
8. Once two (2) Rocky Basin Type I Buying Teams are committed within the Rocky Basin, additional team(s) must be obtained from the National Roster.
9. Team Leaders have the option of standing their team down at any time.

B. Type II Buying Teams. The combined Rocky Mountain and Great Basin areas have four (4) Type II Buying Teams. Teams will be identified by the Buying Team Leader's last name. Rotation schedules are established prior to fire season (See Subsection 68.2.3). Buying Teams will comply with the Rocky Mountain/Great Basin Buying Team Standard Operating Procedures. All requests for Buying Teams will be made through established dispatch channels.

1. Type II Buying Teams consist of 3 members and are available for Type II incidents or when a local unit has the need for their services due to incident activity.
2. Buying Teams status will be maintained by the Geographic Area Coordination Center of the team leader:
3. All Buying Team members will be ordered through and mobilized by their respective geographic area Coordination Center.
4. The Rocky Basin Type II Buying Team call-out schedule will start 0001 hours (Mountain Time, MT), the third Wednesday of April, and end 2400 hours (MT) the third Tuesday of October.
5. On-call team members will be available for mobilization within two hours during their designated alert period.
6. If a team stands down, the remaining members shall be available for single resource assignment.
7. Once a team has been mobilized, the next team on rotation will be on alert for the remainder of that call-out period and their own scheduled call-out period (unless mobilized).

C. Buying Team Substitution Procedures. For Both Type I and Type II Buying Teams, a substitute can be filled from the Alternate Buying Team Leader list. See Chapter 60.

If no alternate leader is available to substitute. The next team schedule will move up to on-call status.

Team leaders are responsible for informing their home unit dispatch office where they can be reached. They must be able to be mobilized within two (2) hours of notification of assignment during their assigned availability periods.

Team members are responsible to know the on-call schedule and be available. It is the team members responsibility to inform their team leader and local dispatch of availability status during their assigned week so that replacements can be named. This notification should occur sufficiently in advance for a coordination center to provide a substitute. The coordination centers will fill substitutes from a list of qualified buying team leaders and members provided by the Rocky Basin Fire Business Management Committee. The coordination center will inform the buying team leader status through the on-call team rosters distributed via dispatch channels. Substitutes will be for the entire on-call period.

NOTE: The Buying Team Leader may be substituted by the Team Leader Assistant or a qualified team leader and that virtually all members of a buying team may be substitutes.

Substitutes: Every effort will be made to substitute Buying Team personnel within the Buying Team Leaders respective geographic area. In the event sufficient resources are not available within the geographical boundary to fill all team positions, the resources needed to fill out the team may come from the other area.

Buying team substitutions exchanged across geographic area boundaries may be request only after all resources are exhausted within their area. The resource must be requested prior to mobilization, the substitutes will not be filled during the mobilization process. Vacant positions will be filled through normal dispatch channels by the requesting unit/GACC/or NICC, if sending GACC has been unable to fill prior to mobilization.

Substitutions of team members during assigned availability periods will be made by the Coordination Centers based on lists of qualifications provided by agency representatives. Substitutes will be for the whole remaining call-out period.

D. Procedures for Notification of On-Call Status.

1. Lists of team members will be produced and disseminated by the Team Leaders Coordination Center for each alert period. These lists will be exchanged between Coordination Centers and will be sent to all dispatch centers.

E. Procedures for mobilizing a Buying Team.

1. All orders for Buying Teams will follow standard dispatch channels.

When a Rocky Mountain/Great Basin Buying Team is mobilized within the Rocky Mountain or Great Basin Geographic areas, the requesting GACC will place the order for the teams with the respective managing GACC, as appropriate (RMCC for RM teams and EGBCC for GB teams). Transportation information will be processed through “.MOB” procedures. .MOB messages will be received direct from RMCC, EGBCC, and WGBCC offices according to the resources designated home unit.

F. Reassignment and Demobilization.

1. Normal demobilization procedures for Buying Teams will involve demobilizing the entire team at the same time. In certain circumstances, a unit can request continued assistance from an individual team members after the team departs.
2. Reassignments will occur as needed.
3. Buying Team Performance Evaluations will be completely by agency line officers for all incidents within their jurisdiction. Performance evaluation forms or narratives shall be completed and forwarded to the appropriate Coordination Center. The Coordination Center will forward evaluations to the Rocky Basin Buying Team Coordinator.

G. Roles and Responsibilities for Team Coordination and Mobilization.

Team Coordination Center. Each GACC will maintain the status of the team's leader.

EGBCC, WGBCC, and RMCC are responsible for mobilizing individual team members within their geographical areas. Each center will notify the others of Buying Team mobilizations within their geographic area.

Unit Dispatch Centers. Responsible for team member(s) within their dispatch area.

Team Leaders. Responsible for their team and assure availability of members.

Team Members. Responsible for notifying their Dispatch Center of availability or unavailability prior to each alert period. Must be available to mobilize within two (2) hours when on alert status.

22.9.8.1 - Incident Business Advisor - The Incident Business Advisor (IBA) replaces the Comptroller with the focus being liaison and advisor to the Agency Administrator (AA), **working directly for the AA**. The IBA is recognized as an interagency position and serves as a "bridge" to the AA, the Incident Management Team, and other incident support functions. This bridge provides a communication flow to assigned resources with the focus being successful incident business management practices. The IBA will facilitate the unit's ability to implement sound Incident Business Practices such as cost effectiveness and adequate financial documentation.

22.9.9 - DEPARTMENT OF INTERIOR - BURNED AREA REHABILITATION (BAR) TEAMS. See [National Mobilization Guide](#).

22.9.10 - WILDLAND FIRE PREVENTION/EDUCATION TEAMS. Fire Prevention/Education Teams are ordered through normal dispatch procedures. Include a detail request form with the order when appropriate.

Team Composition will normally include the following positions:

THSP - Technical Specialist Prevention Team - Team Leader

THSP - Technical Specialist Prevention Team - Public Affairs Specialist

THSP - Technical Specialist Prevention Team - Prevention Specialist

For additional information, contact Jeanette Hartog @ 801-625-5245.

22.9.11 - WILDLAND FIRE AND AVIATION SAFETY TEAMS (FAST). See [National Mobilization Guide](#).

22.10 - FIRE SECURITY POSITIONS. The job titles for ground level security personnel working in the facilities and field security areas reflect the training and experience necessary to safely accomplish the job.

22.10.1 - SECURITY SPECIALIST I.

A. Security Specialist I is a qualified Peace Officer, Law Enforcement Officer, or Commissioned Officer. Security Specialist Level I (SEC1), per the National Mob Guide, is authorized or equipped to make arrests or serve warrants and is agency certified.

B. Peace Officers, Law Enforcement Officers, and Commissioned Officers who fill the Security Specialist I position shall report to the incident with their defensive equipment. Defensive equipment shall be transported and carried in accordance with respective agency policies.

C. The following is a comparison of equivalent ratings among agencies. However, when actually ordering, ensure that the individual is certified at the level specified (i.e., Security Specialist I).

SEC1:	USFS: Law Enforcement Officer
	BLM: Ranger/Agents
	BIA: Commissioned Officers
	NPS: Commissioned Officers
	FWS: Refuge Officers

22.10.2 - SECURITY SPECIALIST II.

A. A Security Specialist II has, at a minimum, Forest Service Level II Law Enforcement Training and experience (or another agency's equivalent) and is skilled in recognizing actual and potential security problems. (FS Level II Qualifications may change in the next couple of years)

B. Security Specialist II (SEC2) is not authorized or equipped to make arrests or serve warrants, but is agency certified.

22.11 - HUMAN RESOURCE SPECIALIST. The following applies to incidents on USDA-Forest Service lands only. A Human Resource Specialist will be ordered for Forest Service incidents with 300 or more people. Incident Commanders should evaluate the need for this position on incidents with less than 300 people and order one if needed.

22.12 - UNION REPRESENTATIVES. Incident Commanders of Type I and Type II Incident Management Teams are responsible for notifying the applicable Coordination Center via the unit dispatch center when a fire has reached a level of three hundred (300) individuals on a Forest Service fire or three hundred (300) Forest Service employees on other than a Forest Service fire. The Coordination Center will notify the Regional Dispatcher, who in turn will notify the Regional Union Vice-President. Notification will include the fire name and the name of the Incident Commander.

22.13 - COST UNIT COMPUTER APPLICATION.

22.13.1 - GENERAL CONSIDERATIONS.

Incident Cost Accounting and Reporting System (ICARS) is a computer application that has been developed for use on fires. Advantages to using the computer applications include:

- Provides support for cost share arrangements.
- Improves the accuracy of Incident Cost Reports.
- Provides timely analysis of fire costs for the IC to make more informed decisions.

22.13.2 - ORDERING OF COST UNIT PERSONNEL. Personnel needed to adequately operate the ICARS are a Cost Unit Leader (COST) or Cost Specialist (THSP). The Cost Specialist will be dispatched with the required computer hardware and software. Orders will be processed through regular dispatch channels through the appropriate coordination center.

The cost unit positions should be ordered early in the incident, since it is much easier to gather information from the beginning, rather than trying to retrieve it at a later date. When possible, a Cost Specialist Trainee should also be ordered to facilitate qualifying additional personnel.

22.14 - GREAT BASIN TRAINEE PROGRAM.

Purpose

The Great Basin Trainee Program (GBTP) is a process to equitably identify and assign single resource trainees incidents. The majority of formal opportunities will be associated with the activation of Type I and II Incident Management Teams (IMT's). "Pre-designated" trainees shall be assigned to all Type I and II IMT's. This process must be successful if the pool of qualified, available resources is to be maintained in the Great Basin.

Goals

- 1.) Provide quality training assignments and subsequently ensure a continuation of a well trained interagency fire management organization.
- 2.) To promote on-incident training expertise and mentoring skills.
- 3.) To provide fair and equitable training opportunities to all employees of the interagency wildland firefighting community in the Great Basin.

Roles and Responsibilities

A. Role of Incident Management Teams (IMT's). The Incident management Team must ensure that meaningful training opportunities exist. The IMT's will request predesignated trainees through normal dispatch channels. Teams should continually look for training opportunities. The only two occasions when teams should not request trainees is when:

- No fully qualified individual, in the same trainee related position, is available to directly oversee the requested trainee.
- Insufficient time exists prior to demobilization in order to provide a quality training assignment.

Incident Commanders are responsible for maintaining an initial compliment of trainees. Initially there should be eight (8) trainee requests with each Type I IMT and six (6) trainee requests with each Type II IMT. Teams should make significant attempts to fill trainee positions that have been identified as critical positions. These critical positions (often unable to fill) are identified annually by the Great Basin Coordination Centers. Additional trainees (with task books properly issued) should be ordered from the incident jurisdictional units when possible.

All team members have a long term responsibility to identify a potential future replacement for themselves. Each team member should also possess or acquire mentoring skills sufficient to provide leadership, task book administration and a quality trainee experience.

B. Role of the Incident Training Specialist. The Incident Training Specialist is responsible for tracking individual training assignments, on-incident follow-up and final documentation of the assignments, analyzing the overall incident situation and suggesting opportunities for additional trainees when it appears appropriate. Consider additional assistance when more than 15 trainees per Training Specialist are requested by the incident.

C. Role of the Great Basin Coordination Centers (GBCC's). The Great Basin Coordination Centers will maintain a list and report annually on the types of positions the area most consistently is unable to fill. If a Coordination Center determines that no trainees are available for a specific position, the Coordination Center can request a trainee through the National Interagency Coordination Center (NICC). However, prior to going to NICC, the Coordination Center should attempt to pass this intention back to the incident to determine if they still want the position filled. Due to the shared Type I IMT team with Rocky Mountain, it may be suggested that the Rocky Mountain area be contacted first.

Coordination Centers will honor trainee name requests under the following conditions:

- 1.) The requested name is pre-identified as a primary trainee who has become available after the team was mobilized, **or...**
- 2.) The requested name is pre-identified as an alternate trainee associated with the IMT, **or...**
- 3.) The requested individual is in a position that has been determined to be a difficult position to fill ("critical need") **and** the requestor has determined that the individual is truly available for the trainee assignment.

If these criteria are not met, the request position will be filled based on standard dispatch procedures.

D. Role of the Agency. Each Agency will identify and prioritize qualified trainees by position, meeting specific Agency needs with Line Manager's concurrence and approval. This list of prioritized trainees will be provided to the Agency's Board Representative who provides oversight for each interagency dispatch center jurisdiction. The Board will re-prioritize the Agencies' lists in order to insure fair and equitable trainee representation for each agency. Each Dispatch Center Board will prioritize the trainee list and present it to the dispatch center prior to June 1st.

E. Role of the Interagency Dispatch Centers. Each Interagency Dispatch Center will compile a complete list of qualified trainees by position. Dispatch Centers will pass the Board prioritized list and the complete trainee list to the respective Coordination Centers by June 1st. Dispatch Centers should attempt to fill trainees from their Board prioritized list whenever possible. They should also notify their respective Coordination Center when a trainee has become fully qualified or long term unavailability has been determined.

F. Role of the Trainee. Each trainee will make every effort to make themselves available for training assignments and notify dispatch centers in the event they become fully qualified/certified or they become unavailable for an extended period of time.

22.15 - REPORT OF SERIOUS INJURY OR DEATH OF A NATIVE AMERICAN FIREFIGHTER. These special instructions will follow the same channel back to the incident. The following applies to these situations:

- The Incident Management Team will notify the appropriate Great Basin Coordinator immediately with the name of the individual, crew name, home unit, and the situation.
- The Coordinator will notify the home unit with the information received from the incident. The home unit will notify the local tribal officers of the situation.
- The tribal official will notify the family and receive special instructions on how the family wishes this injury or death to be handled.

23 - EQUIPMENT/SUPPLIES. See National Mobilization Guide. The Great Basin Coordination Centers are responsible for coordinating the ordering and movement of equipment and supplies for internal and external requests within their areas. **All** equipment and supplies ordered via resource order will be ready for line use.

23.1 - MOBILIZATION.

23.1.1 - ORDERING PROCEDURES. In addition to those identified in the National Mobilization Guide, procedures for supply orders for all agencies are as follows:

- A. Orders for National Fire Equipment System (NFES) supply items for incident use can be ordered directly from the Great Basin Cache from Type 1 and 2 incidents, with the approval of the incident's hosting unit. Expanded dispatch would not be involved in ordering cache items, however, incident and expanded dispatch personnel would be required to coordinate assigning of "S" numbers.
- B. Orders for National Fire Equipment System (NFES) equipment items for incident use can only be ordered by approved dispatch centers or expanded dispatches, following established dispatch channels.
- C. Replenishment orders, as well as orders for other than Type 1 or 2 incidents will follow appropriate dispatch channels.
- D. All supply orders should be sent via fax machine, with receipt confirmed through a phone call.
- E. If resource order requests are unable to be filled by the Great Basin Cache, the incident will be contacted and after conferral, the request will either be killed or forwarded by the cache to the closest NFES cache that is able to fill the request.

Resource orders shall:

- 1. Have a realistic date and time.
- 2. Be consolidated and prioritized by ordering offices.
- 3. Reflect standard packs and unit of issue as identified in the NFES Catalog and contain correct NFES numbers.
- 4. Contain transportation and delivery instructions. Include complete mailing address (no P.O. Boxes) and/or with map, etc.
- 5. Be limited to only those items identified in the NFES Catalog, Parts I and II.
- 6. Have a BLM accounting code, Incident order number and name, and a "P" number when available. Orders placed to the cache by non-BLM agencies will be defined in one of two categories:

CACHE RESTOCK ORDERS: These are orders for smaller incidents where no BLM resources were mobilized, but a BLM incident number is required to process a cache restock order. They will be filled by the Great Basin Cache and sent to the ordering unit, who will use items to replenish local cache stocks. Tracking, issuing and accounting of these items will be the responsibility of the ordering unit. THE SAME BLM# will be used throughout the calendar year for these types of orders. Order numbers for each incident could be different, with only the BLM incident numbers remaining the same.

ON GOING INCIDENTS ORDERS: These orders will be filled by the Great Basin Cache and sent directly to a specific incident. These orders will go to those incidents with potential to grow beyond the tracking and accounting capabilities of the local unit. The Great Basin Cache will retain responsibility for tracking, issuing and accounting (through incident summary reports) of supplies sent to these incidents. A SPECIFIC, UNIQUE BLM# must be assigned by the ordering dispatch center before the Great Basin Cache can process these orders. Non-BLM agencies will continue to obtain BLM numbers from their current providers.

- F. Priority/critical requests, primarily to meet an extreme need, should be placed on a separate order form.
- G. The cache will process orders in the following priority: initial attack, project fires, and restock of local caches.
- H. At Great Basin Preparedness levels 4 and 5, the Great Basin Cache may, in conjunction with Geographic Area Coordinators, discontinue filling orders other than those directly related to emergency incident support.
- I. If an incident moves the ICP or Base Camp, the cache must be notified **immediately** with the new directions and maps provided to facilitate timely planning and delivery.

23.1.2 - NATIONAL INTERAGENCY SUPPORT FIRE CACHE. The Great Basin Cache at the National Interagency Fire Center (NIFC), in Boise, Idaho, is the primary cache for Great Basin units.

- A. The Eastern Great Basin Coordination Center and Western Great Basin Coordination Center can place orders directly with the National Interagency Support Cache, at Boise, ID. If the cache is unable to fill the orders, the appropriate Coordination Center will place the order with the National Interagency Coordination Center.
- B. All Great Basin dispatch centers and expanded dispatch offices have the authority to order directly from the Great Basin Cache in Boise for all NFES items carried by that Cache. All orders will be sent directly to the Cache Supply Office via hard copy, or fax at (208) 387-5573.
- C. The Great Basin Coordination Centers retain the option to allow other units to place orders direct to the cache or require all units to place orders back through the appropriate centers in overload situations.
- D. Supply resource orders from the National Interagency Coordination Center (NICC) or National Interagency Support Caches for supplies will be placed and processed with the National Interagency Support Cache in Boise.
- E. Overhead resource orders for cache personnel to and from the Great Basin Cache will be processed through Eastern Great Basin Coordination Center.

23.1.3 - INCIDENT SERVICE AND SUPPLY PLAN. See Section 25 in the Interagency Incident Business Handbook for specific documents to be included in the service and supply plan.

A. Emergency Equipment Rental Agreements. The Great Basin Emergency Equipment Rental Rates are outlined in Chapter 20 of the Interagency Incident Business Management Handbook. In order to avoid duplication of effort and to insure that federal agencies are not in competition with each other, only one agency in each geographical area should be performing pre-season sign up of equipment.

Engines, Tenders and Buses - The Government intends to issue Emergency Equipment Rental Agreements for engines, tenders and buses as a result of a Request for Quotations. The specifications (equipment and certifications of training and physical fitness) will become terms of the agreement for equipment signed up under the request for quote. Dispatch centers will be given a list of all equipment signed up under the request for quotes. The list will show location of business and price. Orders for Emergency Equipment Rental Agreements will be placed with the dispatch center for the address listed on the agreement. When an order for equipment is received by a dispatch office, the order should be filled from the list based on price, location of equipment and past performance. The Government may issue an order to other than the lowest quote, waive minor informalities or irregularities, or elect not to place orders against the agreement. Vendor resources will not pre-empt the use of Federal and State resources first.

B. Zone of Influence. The service and supply plan shall include all equipment rental agreements from all agencies within the unit's zone of influence. Zone of influence is that area in which you would consider contract equipment as closest resources, regardless of administrative boundaries.

23.2 - DEMOBILIZATION. See National Mobilization Guide.

A. Demobilization Procedures.

1. The use of cache demobilization specialists (CDSP) is strongly encouraged on all incidents in the Great Basin with more than 500 personnel (from ICS-209 at full mobilization).
2. Resource orders will be initiated by the incident or the unit through appropriate channels for a Cache Demobilization Specialist (CDSP), that would report to the Logistics Section Chief or unit Fire Management Officer.
3. The position will assist in the return of supplies, and provide advice in the handling of sensitive items and hazardous materials. Use of this position can help reduce costs associated with sorting and marking supplies, documentation, and can place supplies in an available status quickly.

B. Property Return Accountability. Supplies and equipment ordered with suppression funds will be returned to the ordering unit at the end of the incident use and dispersed in one of three ways.

- Items meeting National Fire Equipment System (NFES) standards will be returned to the local or geographical area cache for re-use within the fire supply system.
- Items NOT meeting the prescribed NFES standards will either be purchased with project funds by the local unit if the items are needed for program use, or
- will be delivered to the unit's excess property program for disbursement.

C. Cache Return Procedures. Timely returns increase the logistical capabilities of the cache. Returns for credit should be received within 30 days after the control date of an incident.

1. **Standard NFES Items.** The Cache will process returns of NFES items and credit the appropriate incident. Correct incident name, number and accounting codes must accompany all returns.
2. **Categories.** Recognized categories of equipment and supplies for return and accounting purposes include:

TRACKABLE - Those items that a cache may track due to dollar value, sensitive property classification, limited quantities available or other criteria set by each geographic area cache. Items that are considered trackable within the Great Basin Cache inventory are either engraved or tagged with a cache identification number starting with GBK. These items must be returned to the cache at the end of the incident use, or documentation must be provided to the cache in the form of a Property Loss/Damage Report (OF-289, NFES #1864).

DURABLE - Those cache items considered to have a useful life expectancy greater than one incident. High percentages of return for these items are expected. Acceptable Fire Loss/Use Rates for the following durable goods have been established:

10% Loss/Use Rate -- water handling accessories, helicopter accessories, tents, camp items (heaters, lights, lanterns, tables, chairs, etc.)

20% Loss/Use Rate -- hose, tools, backpack pumps, sleeping bags, pads, etc.

30% Loss/Use Rate -- Personal Protective Equipment

CONSUMABLE - Those items normally expected to be consumed during incident use. Examples: batteries, plastic canteens, cubitainers, forms, MREs, fusees, hot food containers, petroleum products, and medical supplies.

The current NFES catalog will identify the appropriate category for each item to assist in management of supply returns.

3. Supply/Equipment Reports. Outstanding items reports may be requested from the Cache to assist in identifying outstanding supplies and equipment for return.

Fire Loss/Use Rate reports will be compiled by the cache and forwarded to the responsible Agency Administrator within 60 days of the close of the incident. See NWCG NFES Catalog for procedures and information regarding this report.

4. Returns Credit -- Non-incident. To correctly credit appropriate funds when returning items to the Great Basin Cache, the following procedures are in effect:

Returns for credit to specific project accounts will be accomplished within the same calendar year that items were issued.

Items returned after the calendar year of issue will be credited to the agency's multiple fire account, unless accompanied by documentation of issue to specific project accounts.

23.3 - NATIONAL INTERAGENCY SUPPORT CACHE ORDERING PROCEDURES. See National Mobilization Guide.

23.3.1 - NFES ITEMS IN SHORT SUPPLY . See National Mobilization Guide.

23.3.2 - FIELD OFFICE REPLENISHMENT DURING FIRE SEASON. Agencies will use the Resource Order form to place replenishment orders directly to the National Interagency Fire Support Cache. Replenishment orders must be the result of fire suppression activities and have the appropriate fire suppression fund code. Miscellaneous "ABC" fires may be consolidated for ordering purposes to facilitate unit and cache procedures. Resource Orders must be submitted no later than 30 days after fire closeout. The cache will make every effort to fill all restock orders prior to the end of each calendar year; however, back orders for cache restock will be canceled at the end of the calendar year. This will allow for close-out of incident specific fiscal charges.

23.3.3 - FIELD OFFICE REPLENISHMENT OUTSIDE OF FIRE SEASON. The Great Basin Cache will normally accept orders only for non-GSA or specialty/sole source items (i.e., kits, Publications Management System items), submitted by requisition or purchase order.

Preparedness or orders outside of fire season should be submitted to GSA or other sources of supply as appropriate. This avoids duplicate transportation and handling costs.

23.3.4 - INCIDENT REPLACEMENT. See National Mobilization Guide. The Incident Supply Unit Leader (SPUL) will be responsible for handling incident replacement requisitions when a Type I or Type II incident management team is assigned. The SPUL approves replacement requests based on Engine Accountability sheets or other fire equipment inventory documents approved by the requesting resource's home unit.

- If equipment and supplies are available at the incident for replacement, the request is filled at the incident supply unit.
- If equipment and supplies are unavailable at the incident for replacement, AND the requesting resource is not being immediately demobilized, the Supply Unit will place a resource order for needed items through appropriate channels to the servicing fire cache. The order will be shipped to the incident and replacement will take place at the Supply Unit.
- If equipment and supplies are unavailable at the incident for replacement. AND the requesting resource is being demobilized, and Incident Replacement Requisition (NFES #300) will be completed by the Supply Unit and forwarded to the geographic area cache.
- All national geographic area caches will accept Incident Replacement Requisitions.
- Authorized approvals and signatures MUST be included on the requisition. For Type I and II incidents, these approvals are limited to: Incident Supply Unit Leader, Logistics Section Chiefs, Support Branch Director, Incident Commander or Agency Administrator or Representative.
- Completed forms may be taken back to their home unit and submitted to their servicing unit.
- If a cache is unable to fill the request, (i.e., unstocked items), the cache will forward request to closest cache the stock the items.

23.3.5 - INCIDENT REPLACEMENT: TYPE III & IV INCIDENTS. The hosting unit agency administrator or representative, such as the Fire Management Officer, will be responsible for handling incident replacement requisitions on Type III and IV incident. The agency representative approves replacement requests based on Engine Accountability sheets or other fire equipment documents approved by the requesting resource's home unit.

- If equipment and supplies are available at the incident for replacement, the request is filled at the incident host unit.
- If equipment and supplies are unavailable at the incident for replacement, AND the requesting resource is not being immediately demobilized, the hosting unit will place a resource order for needed items through appropriate channels to the servicing fire cache. The order will be shipped to the incident and replacement will take place at the host unit.
- If equipment and supplies are unavailable at the incident for replacement. AND the requesting resource is being demobilized, and Incident Replacement Requisition (NFES #300) will be completed by the Incident Commander and forwarded to the geographic area cache.

- All national geographic area caches will accept Incident Replacement Requisitions.
 - Type III and IV incident approvals are limited to the Agency Administrator or Representative (i.e. Fire Management Officer).
- Replacement orders must be placed within 30 days of control of the incident, and before the end of the calendar year ordering cut-off (mid-December).
- Resources may take completed forms back to their home unit and submit to their servicing unit.
- If a cache is unable to fill the request, (i.e. unstocked items), the cache will forward request to closest cache that stocks the items
- The cache will not process incident replacement requests without authorizing signature(s).

23.3.6 - CACHE VAN PROCEDURES. Cache vans are designed to meet the initial support/incident base needs of Type II or larger incidents for one to two operational periods. They are not intended to be an all-inclusive tactical resource, or to be used in multiple initial or extended attack situations. If a van is available and deemed to be a necessary resource for tactical requirements in other situations, discussion and negotiation may take place between the unit FMO and the Cache Manager for possible assignment. There are two (2) different configurations of vans: a national standard (NFES #2069) and a geographic area enhanced cache van (NFES #9069). The contents of the Great Basin van reflect the initial large incident management needs of the Great Basin area teams, in addition to the minimum standards identified in the national standard. National vans #2069 will be used to fill out of geographic area resource order requests. Contents of the Great Basin vans are available at: www.blm.gov/gbk/vancont.htm.

NOTE: This pertains only to those vans owned by the Great Basin Cache that are pre-positioned in field locations. Please be aware that there are some locally owned vans that do not necessarily fall under these procedures.

Ordering for pre-position. Call the cache for discussion on the best means of filling.

Ordering for incident use procedures. All cache van commitments and movements will require a resource order. Unless otherwise discussed with the Cache, units with vans pre-positioned at their location will fill requests with that pre-positioned van.

When a cache van is committed or moved to an incident from its pre-positioned location, the local dispatch will place an "Equipment Order" through the appropriate coordination center to be passed to the Great Basin Cache. This enables the cache to commit the van and issue the contents and their value to the appropriate incident.. (Movement of the cache van from its assigned location to the incident, to the Great Basin Cache for rebuild, and back to its assigned location will be charged to the incident that originally ordered the movement of the van.) **When determining date and time needed, ensure that appropriate lead time is allowed to have team personnel or and agency representative in place at the delivery point to unload the contents.**

The coordination center receiving the order will pass the order directly to the Great Basin Cache if it involves a Great Basin Cache Van. These are geographic area resources and the order does not need to be passed to NICC. If the Great Basin Cache is out of cache vans, the coordination center will place the order with NICC for a van from another geographic area.

When the cache van arrives at the incident, it should be unloaded and returned to the Great Basin Cache to be rebuilt and ready for re-use. Any deviation from this procedure must be negotiated in advance with the Great Basin Cache.

Replacement of committed vans will be automatically performed by the Cache. Vans will be pre-positioned at the same location from which the dispatch was made, unless Coordination Centers request a different location.

23.4 - NATIONAL INCIDENT RADIO SUPPORT CACHE. See [National Mobilization Guide](#).

23.4.1 - MOBILIZATION. See [National Mobilization Guide](#).

23.4.2 - DEMOBILIZATION. See [National Mobilization Guide](#).

23.4.3 - DEDICATED RADIO FREQUENCIES. See [National Mobilization Guide](#).

23.5 - ADVANCED TECHNOLOGY METEOROLOGICAL UNIT (ATMU). See [National Mobilization Guide](#).

23.5.1 - REMOTE ENVIRONMENTAL MONITORING SYSTEM (REMS). See [National Mobilization Guide](#).

23.5.2 - REMOTE AUTOMATIC WEATHER STATIONS (FRWS). See [National Mobilization Guide](#).

23.6 - NATIONAL CONTRACT MOBILE FOOD SERVICE AND SHOWER UNITS. See [National Mobilization Guide](#).

23.6.1 - MOBILIZATION. See [National Mobilization Guide](#).

23.6.2 - REASSIGNMENTS. See [National Mobilization Guide](#). Requests to reassign contractors will be placed by the local unit to the GACC..

23.6.3 - DEMOBILIZATION. See [National Mobilization Guide](#).

23.7 - CONTRACT ENGINES. See [National Mobilization Guide](#). Also see the [Great Basin Mobilization Guide](#), Chapter 70, Subsection 75.

23.8 - COMMISSARY. See [National Mobilization Guide](#).

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24 - AIRCRAFT.

******Safety is the paramount consideration for aircraft use.******

Aircraft may be used for a wide range of activities, including point-to-point transport of personnel, equipment and supplies. Tactical use may include applications such as retardant delivery, helicopter logistical and tactical support, air tactical and lead plane operations, suppression or presuppression reconnaissance, helitorch operations, etc.

24.1 - MOBILIZATION. See National Mobilization Guide.

Unit requiring aviation services other than those assigned to them, available through pre-approved agreement, or within their dispatch boundaries, must order additional services through the appropriate Coordination Center. The Center will coordinate aircraft assignment and utilization within the Great Basin. The control of aircraft assigned to a unit will remain with the local unit. In situations where a Great Basin Multi-Agency Command (MAC) group has been formed, the MAC will coordinate with Great Basin Coordination Centers and local units on allocation and prioritization of resources.

24.1.1 - AIRCRAFT SOURCES. Sources for aircraft include agency-owned aircraft; exclusive-use or call-when-needed (CWN) contract aircraft. Rental aircraft are signed up by the Office of Aircraft Services (OAS) under Aircraft Rental Agreement (ARA), by the USFS under a Blanket Purchase Agreement (BPA) or by state agencies through local agreements. Cooperator and military aircraft may be utilized provided an agreement and approval are in place. Use of active military aircraft by federal agencies is coordinated by NICC.

A. Carding/Approval. All aircraft and pilots must be approved and carded by either OAS or USFS. Aircraft and pilots requiring "special use" endorsement require inspection by a USFS or OAS authorized inspector. Examples of special use are: fire reconnaissance, air attack, mountain/back country airstrip, cargo dropping, etc.

U. S. Forest Service Region 4 employees, while in the Region, are not authorized to fly in a Twin Otter unless such aircraft has a properly carded two-pilot crew or is on a smokejumper mission and has, at a minimum, a fully qualified pilot-in-command and a trained spotter/loadmaster approved by the Regional Aviation Officer (RAO) or designee, who occupies the right seat during take-off and landing on all smokejumper/paracargo missions. (Required training for right seat Spotter/Loadmaster are set forth in FSM 5714.3, Exhibit 01.)

B. Flight Crew/Aircrew Orientation. The local unit is responsible for providing an aviation briefing to:

- All aviation resources
- Air operations personnel on Type 1 or 2 Incident Management Teams
- Aviation Safety Assistance Teams (ASATs)

The briefing of non-local aviation resources, including Type I and II IMTs, should include, but is not limited to the following:

- Local Administrative Procedures; meals, lodging, timekeeping, flight payment document procedures, etc.
- Airport Procedures
- Specific Fire, Fuel, and Fire Behavior Conditions and Information

- Aerial hazards: Provide maps of Military Training Routes (MTR's); Special Use Airspace (SUA's); Temporary Flight Restrictions (TFR's); Aerial obstacles in fire area; Contact procedures prior to entering a SUA; Copies of TFR's
- Weather (Current and Forecast)
- Crew/Aircraft information sheets (See IHOG or IATBOG)
- Aircraft Status Summary
- Flight Following Procedures
- Local Information (Fueling, Water Sources, Sunrise/Sunset Times, etc)
- Radio Frequencies, Map Sets, and Warehouse Supplies

24.1.2 - DEFINITIONS AND GENERAL PROCEDURES. Informational needs, flight following and resource tracking methods, aircraft and/or pilot carding, and required management approvals differ between point-to-point and special use type flights. In order to identify the type of flight, as well as the difference between flight following and resource tracking, the following definitions and general procedures have been established. Alaska Aircraft (PC7) are authorized to fly at night from the fire to their assigned base only.

A. Point-to-Point Flight. Typically, flights originate at one developed airport/heliport, with the flight route being direct to another developed airport/heliport. Leaving one airport/heliport, doing reconnaissance, and landing at another airport/heliport is not considered point-to-point. Point-to-point flights include logistical flights to move aircraft, crews, overhead, equipment, or supplies.

When planning to deviate from a direct route for aerial surveillance or other reasons, the deviation must be specified, documented and relayed to the scheduling dispatch office in advance.

Except in an emergency or at the direction of an air traffic control facility, there shall be no deviation from the submitted flight plan while enroute unless the agency representative aboard the aircraft reports the amended flight plan to a designated point-of-contact.

Within the definition of point-to-point flights, there is an important distinction that must be made:

1. Non-Administrative Flights. These are flights conducted solely to transport persons and/or cargo as a result of a resource order. These include logistical flights to move aircraft, crews, overhead, equipment, or supplies.

2. Administrative Flights. These include point-to-point flights which are not mission-oriented or tactical in nature. They do not require the use of a resource order. They may require the use of a cost comparison form. Scheduling, flight information dissemination, flight following, and post-flight disposition of aircraft will remain the responsibility of the scheduling unit and will remain so until transferred through a confirmed hand-off of responsibility to another office or facility. This hand-off shall be documented.

B. Special Use Flights. These flights are defined by exclusion as all flights not meeting the definition of "Point-to-Point" flights. As such, special use flight requires work to be performed in the air (for example, aerial retardant/water delivery, reconnaissance, etc.) or through a combination of ground and aerial work (for example, delivery of personnel and/or cargo from helibases to undeveloped landing areas). Certain special use flights may require a project safety plan (Refer to agency requirement and reference the Interagency Helicopter Operations Guide (IHOG), Chapter 3.)

Resource Ordered Aircraft: These are normally tactical aircraft that are ordered as an "A" request on a resource order.

C. Flight Following. Flight following is the knowledge of an aircraft's location and condition with a reasonable degree of certainty that, in the event of a mishap, the survivors may be rescued. **A Flight Request/Schedule (See National Mobilization Guide, 28.4) and flight following are required for all flights.** A written flight schedule using the standard Flight Request/Schedule form is required for all flights, except for aircraft on initial attack mission flights, such as air tankers, lead planes, jumpships and helicopters. The flight schedule will be passed electronically from the sending to the receiving unit. Confirmation that the flight plan was received will be done via telephone to ensure positive hand-off.

Ensuring flight following procedures are implemented is the responsibility of the pilot. The methods of flight following are: 1 - FAA Radar (IFR), 2 - Radio check-in with FAA (VFR), or 3 - Radio check-in with the agency at pre-established intervals, generally not to exceed 15 minutes, **for all mission-tactical flights occurring between geographic units/areas as the result of an "A" request on a resource order.** In addition, pilots that choose to flight follow with the FAA, either IFR or VFR, **must confirm their arrival by telephone or radio.**

One, or a combination of two or more flight following methods must be documented on the Flight Request/Schedule (See National Mobilization Guide, 28.4) for all non-mission flights. The pilot and scheduling dispatch will concur on the appropriate flight following method. Flight following through the FAA (either IFR or VFR) shall be required unless otherwise approved by the Scheduling Office. (Mission-tactical aircraft ordered as an "A" request on a resource order will be flight followed via radio check-in, when working within the unit's area, or telephone/radio arrival confirmation.) Flight following options are depicted in Table 24-1.

- 1. FAA IFR.** IFR flight plans shall be filed with an appropriate FAA facility. An FAA Instrument Flight Rules (IFR) flight plan is required when flying into known or forecasted Instrument Meteorological Conditions (IMC). An IFR flight plan may be filed at pilot discretion in other cases.
- 2. FAA VFR With Check-In.** VFR flight plans shall be filed with an appropriate FAA facility. If an FAA Visual Flight Rules (VFR) flight plan is used, then a radio check-in every 60 minutes or less to an FAA facility is required. (for example, ARTCC or FSS) (See 24.1.2.D.)
- 3. Agency Radio Check-in with pre-established check in times (every 15 minutes for mission flights).** If an FAA IFR flight plan is not required, and an FAA VFR plan is not feasible, an agency radio check-in plan may be filed. This flight plan must be capable of maintaining radio contact with an agency dispatch center at intervals specified in the flight plan, but not to exceed the 15 minute maximum identified in Subsection 24.1, Point 2.D.
- 4. Telephone/Radio Arrival Confirmation.** Confirmation is completed when an aircraft is contacted via radio or the receiving dispatch center is called via telephone upon arrival at the airport. Aircraft ordered as an "A" (aircraft) request on a resource order and which are not located on the local unit will be tracked by telephone/radio arrival confirmation. The receiving unit will notify the sending unit (via established channels) **immediately** when they have established radio contact with the incoming aircraft or otherwise obtained operational control of the aircraft. Aircraft will be considered overdue when 30 minutes have elapsed from the ETA provided on the resource order and contact has not been established.
- 5. National Flight Following Frequency.** National flight following frequency is **limited to flight following information only.** Relay of tactical information or fire reports must be performed on local unit frequencies. Standard information on initial contact is: Aircraft ID, souls on board, current location, direction of flight, destination and ETA.

D. Flight Following Minimums/Maximums. Under either of the four methods identified in Subsection 24.1, Point 2.C, flight following check-ins shall occur as outlined in Table 24-1 (see following page).

Table 24-1: Flight Following and Resource Tracking Options and Requirements

	Flight Following	Resource Tracking
Point -to- Point	<p><u>OPTIONS</u></p> <ol style="list-style-type: none"> 1. FAA IFR Flight Plan 2. FAA VFR With Check-in Every ____ Minutes To FAA 1. Agency Radio With Check-in <u>via radio</u> Every ____ Minutes To Agency Dispatch <p>Frequency(ies):</p>	<p>Resource Tracking may be performed by PHONE or RADIO (if aircraft is equipped with VHF-FM)</p> <p>Check-ins are made</p> <ol style="list-style-type: none"> 1. With Scheduling Dispatcher @ _____ (PHONE NUMBER) <p>() Prior to Takeoff () Each Stop Enroute (optional; negotiated with Dispatcher) () Arrival At Destination</p> <p>2. As specified by the Dispatcher, Check-ins may also be made with another office:</p> <p>@ _____ OTHER OFFICE</p> <p>@ _____ (PHONE NUMBER)</p>
Special Use	<p><u>OPTIONS</u> (Flight Following and Resource Tracking Become The Same)</p> <ol style="list-style-type: none"> 1. Agency Radio Check-in <u>via radio</u> Every ____ Minutes <p>Frequency(ies):</p> <ol style="list-style-type: none"> 2. Telephone/Radio Arrival Confirmation. The receiving unit will notify the sending unit (via established channels) immediately when they have established radio contact with the incoming aircraft or otherwise obtained operational control of the resource. 	

- **Chief of Party** A Chief of Party shall be designated on each administrative/logistical flight when the flight request is made. See National Mobilization Guide, Chapter 60, for duties and responsibilities.

- **Flight Following** All units and areas will ensure that flight following requirements are met and documented for all aircraft under their control. Minimum requirements are identified in Table 24-1, above.

E. Resource Tracking. In order to achieve cost-effective movement of resources, utilization of aircraft, and to maintain positive control of resources, scheduling and/or ordering offices may request the government representative on board an aircraft (i.e., Chief-of-Party, or if no passengers, the Pilot) to relay flight status information at designated intervals or points along the route. Resource tracking options are depicted in Table 24-1.

These notifications are performed not for flight following purposes, though they may in fact accomplish such, provided requirements in Table 24-1 are met. They are performed to coordinate changes in assignments, flight plan, or update time frames for mission completion. They may be performed via radio or phone calls to dispatch offices identified on the Flight Request/Schedule.

The method of resource tracking will be planned and documented on the Flight Request/Schedule. The decision to implement resource tracking is optional, and is at the discretion of the Scheduling Dispatcher and/or Coordination Center.

F. Overdue Aircraft. An aircraft is considered overdue when 30 minutes have elapsed since the last scheduled flight following check-in.

G. Missing Aircraft. An aircraft is considered “missing” when it has been reported to the FAA as being “overdue” and the FAA has completed an administrative search for the aircraft without success.

H. Single Engine Aircraft IFR & VFR Restrictions. Single engine aircraft (including helicopters) are subject to FAA flight regulations. However, it has been recognized on an interagency basis that no single engine aircraft should be subjected to any point-to-point or mission flight under IFR conditions. IFR limitations are generally associated with weather and night flight. Night flight restrictions limit single engine aircraft from taking off prior to 30 minutes before sunrise and later than 30 minutes after sunset. These regulations apply to all single engine aircraft unless specific Agency policy allows them to operate or Agency approval is procured.

24.1.3 - AIRCRAFT SELECTION FACTORS. When selecting aircraft, several factors will be taken into consideration to determine the best aircraft for the mission. They may include but are not limited to:

- **Day/Night** A multi-engine IFR approved aircraft and pilot are required whenever a flight will be conducted within the period commencing 30 minutes after official sunset to 30 minutes before official sunrise.
- **IFR/VFR** Use an approved multi-engine, IFR rated aircraft and pilot whenever the flight will be or is expected to be in Instrument Meteorological Conditions (IMC).
- **Passengers** Ensure the aircraft can haul the weight of the passengers and baggage. Remember that weight and in some cases bulk, are usually the limiting factors, not necessarily the number of seats.
- **Cargo/Cubes** Is the aircraft large enough to accommodate both the weight and cubes of the cargo? Will the cargo fit through the aircraft door?
- **Distance/Speed** If the trip is short, aircraft speed is less significant. As distance increases speed becomes more important (i.e. a faster, more expensive aircraft may accomplish a mission at a lesser cost).

- **Runway Length** Is the runway long enough for the aircraft? Does the aircraft have enough propeller clearance and landing gear capability to operate on gravel strips?
- **Elev./Temp.** Density altitude must be taken into account. Airport elevation and temperature affect takeoff/landing distances and degrade aircraft performance.
- **Airport Info.** Great Basin Area: See Chapter 80 of the Great Basin Mobilization Guide.

24.2 - DEMOBILIZATION. See National Mobilization Guide. Aircraft will be released on the same order and request number used to mobilize the resource.

24.3 - FLIGHT MANAGEMENT PROCEDURES . See National Mobilization Guide.

AIRCRAFT OPERATIONS NEAR AIRPORTS

All aircraft with agency radio communications will only monitor FAA VHF air traffic frequencies and agency guard frequency (for emergency use only) within 5 miles of a controlled or uncontrolled airport.

ON DEPARTURE - Airtankers will cease communications on agency radios after reporting "rolling." All other aircraft will cease communications on agency radios before taxiing onto the active runway, or upon lift-off for helicopters. After reaching a point 5 miles from the airport or within Class B airspace at an appropriate point, routine check-in and communication on agency radios will resume.

ON ARRIVAL - All aircraft will cease operations on agency radios (except for emergencies) at least 5 miles from the airport or within Class B airspace at an appropriate point. The pilot will radio Dispatch and advise that they are either under FAA flight control or 5 miles from landing. After landing and clearing the runway, communication with dispatch or the base may resume.

24.3.1 - FLIGHT ORDERING, SCHEDULING, RESOURCE TRACKING, AND FLIGHT FOLLOWING PROCEDURES FOR POINT-TO-POINT FLIGHTS.

A. Applicability. These are flights which meet the definition of point-to-point flight and which are ordered through a coordination center, **or** flights that result from an order placed by a coordination center and which move across geographical area or unit boundaries.

1. Resource Order: Use a resource order form to order an aircraft when the control of the aircraft is being relinquished to the ordering unit.
2. Flight Request: Use a Flight Request/Schedule form when the aircraft is remaining in the control of the sending unit, e.g. transport of personnel/ supplies/ equipment to an incident and returning.
Travel information shall be sent via .MOB and a Flight Schedule to the appropriate coordination center when charter aircraft are being used.

B. Purposes. The overall purpose is to clarify and standardize procedures for users of the Great Basin Mobilization Guide.

- 1. Safety and Welfare of the Flight Crew and Passengers.** To provide for a timely rescue of the survivors in the event of a mishap.

2. Resource Tracking/Utilization. To facilitate cost-effective transportation of resources, and maintain positive control of those resources.

3. Administrative Processing. To ensure proper documentation of flights for financial payment and statistical purposes.

C. Roles and Responsibilities. The roles and responsibilities of various levels of the dispatch organization (local, Coordination Center, NICC) relative to flight scheduling, flight following, and resource tracking may vary with each situation. However, there are basic responsibilities which are standard for the Coordination Center, the Local Unit Dispatch Office, the Scheduling Dispatch Office, the Pilot, and the Destination Dispatcher. These are detailed below.

The decision as to which unit (local or Coordination Center) is the Scheduling Dispatch Office should be based on common sense that allows for the **most effective** coordination possible. This decision is negotiable between the Coordination Center and/or the local unit(s) involved.

When USFS rental agreement aircraft are anticipated to be utilized by a Coordination Center, the following actions will be taken:

1. Contact will be made between the Coordination Center and the local dispatcher to determine:
 - a. Approval of contracting FS unit for Center to use a particular agreement.
 - b. If use will conflict with local needs, and,
 - c. Who will be the Scheduling Dispatcher.
2. Centers, if unable to contact the local dispatcher through normal methods and within a reasonable time frame, must pass the vendor by and go to the next logical area to hire an aircraft with notification/approval of the FS Dispatch.

To facilitate the above, the following applies:

1. Coordination Center personnel are to be authorized for each use of USFS rental aircraft agreements. A list of all aircraft on these rental agreements will be supplied to Centers for their information;
2. The Contracting Officer's Representative (COR) remains at the local level;
3. Billing and cost reconciliation will be performed at the local level.

The above does not apply to aircraft ordered off of the OAS Source list.

1. Great Basin Coordination Centers.

- a. Evaluate most effective means of transportation in response to orders received and filled; attempt to meet ordered time frames except when excessive costs would be incurred or safety compromised.
- b. When role of Scheduling Dispatch is being performed by a local unit, the Center receives Flight Request/Schedule from that unit and relays the schedule to all involved offices (enroute Dispatch units, NICC, receiving unit Dispatch) as appropriate. When appropriate, relays flight information (check-ins, updates) to units outside the Great Basin through normal dispatch channels (for example, GBCC to NICC).
- c. When assuming the role of Scheduling Dispatch, the Center shall fulfill all responsibilities of the Scheduler as outlined in Subsection 24.3.1.C.3 (below). The Coordination Center shall also notify the local unit of the Center's intent to utilize the aircraft within the local unit's jurisdiction.

2. Local Unit. When the local unit dispatch office assumes the role of the Scheduling Dispatch Office, they shall fulfill the role and responsibilities outlined in Subsection 24.3.1.C.3 (below).

3. Scheduling Dispatch Office. This unit is responsible for the entire mission, to include scheduling, dissemination of flight information bulletins, documentation of flight following method, resource tracking, negotiation of post-flight disposition of aircraft, and processing of payment documents. Specific duties and responsibilities are:

- a. Schedules the proper aircraft to perform the assigned mission safely and cost-effectively.
- b. Maintains responsibility for all aspects of the flight unless confirmed hand-off to another dispatch office occurs. Documents this hand-off in writing. Flights to locations outside the geographic boundaries of the Great Basin shall in all cases be handed off to the Coordination Center.
- c. Completes preliminary Flight Request/Schedule (See 24.3.1.D).
 - (1) Discusses preliminary Flight Request/Schedule and manifest with vendor and/or Pilot to make any necessary adjustment and ensure the flight will be accomplished as planned.
 - (2) For all flights, transmits Flight Request/Schedule to the appropriate Great Basin Coordination Center. There may be exceptions to this requirement wherein the schedule is transmitted direct to the Destination Dispatcher, but these must be pre-negotiated with the GBCC.
 - (3) Adjusts the schedule as necessary over the course of the flight.
- d. Determines flight following method with the Pilot, with options stated in 24.1.2.C.
- e. If Performing Resource Tracking:
 - (1) Determining resource tracking method with the Aircraft Chief-of-Party, the Coordination Center, and, if appropriate, the Pilot (i.e., no passengers on board to serve as Aircraft Chief-of-Party).

(2) As identified on the Flight Request/Schedule, receiving resource status information from Aircraft Chief-of-Party prior to initial departure, at enroute stops, and at final drop-off point or Remain Over Night (RON).

(3) Relaying significant (greater than 30 minutes) delays or advancements in the flight schedule to the appropriate center. Center will in turn relay information to units outside the Great Basin (for example, NICC, destination dispatch office).

(4) Receives notification of arrival at final drop-off point or remain over night (RON) from Aircraft Chief-of-Party and negotiates future disposition of the aircraft with Pilot and the GBCC.

IMPORTANT NOTE: Dispatchers and Aircraft Chiefs-of-Party should note that check-ins at enroute stops are no longer required, unless significant delays or advancements (30 minutes or more) in the schedule are encountered, or as identified on the Flight Request/Schedule.

4. Pilot. It is important to remember that the Pilot-in-Command has the final say concerning the safety of the aircraft and its occupants. In addition, the Pilot performs the following:

- a. Approves the agency preliminary Flight Request/Schedule, or provides information to the Scheduling Dispatcher so an agency Flight Plan can be generated.
- b. Initiates an FAA Flight Plan, unless Pilot and Dispatcher agree on agency flight following (See Subsection 24.1.2.C). Identifies the Scheduling Dispatch Office name and phone number as the point-of-contact in Block 4 of the Aircraft Flight Request/Schedule (See National Mobilization Guide, 28.4, Exhibit 4). Closes flight plan through FAA.
- c. Makes enroute check-ins with FAA or agency facilities as required in Subsection 24.1. 2.C and within the time frames described in Subsection 24.1.2.E.
- d. If no passengers are on board, functions as Aircraft Chief-of-Party and shall perform resource tracking check-in tasks as identified on the Flight Request/Schedule.
- e. Completes agency payment or flight record forms per agency requirements.
- f. Pilots flying aircraft equipped with a VHF-FM radio are required to monitor Guard frequency while enroute. In addition, they should monitor the primary frequency of the unit being overflown at the time.

5. Destination Dispatcher. The Destination Dispatcher is the individual who has been assigned resource tracking responsibilities at the receiving end of a flight (final drop-off point). Dispatcher confirms flight arrival.

The Destination Dispatcher is responsible for:

- a. Receiving the flight plan from the Scheduling Dispatcher via established dispatch channels.
- b. Receiving known delays/advances of a flight plan exceeding 30 minutes.

- c. Monitoring flight itinerary (ATD, ETE, and ETA) and notifying scheduling and receiving unit via established channels of an aircraft that is overdue more than 30 minutes.
- d. Making notification of arrival to the Scheduling Dispatcher via established channels, if requested.
- e. Performing flight following responsibilities, if requested by scheduling unit or GBCC.
- f. Coordinating with the appropriate Great Basin Coordination Center and/or the Scheduling Dispatcher on the disposition of aircraft after arrival.
- g. Assisting in search procedures for overdue aircraft, if requested, utilizing unit's Aircraft Search/Rescue Guide as appropriate.

6. Aircraft Chief-of-Party (ACOP). The Aircraft Chief-of-Party is the government representative on board the aircraft who works with the Pilot to ensure safe, efficient flight management. If a government representative is not on board, the Pilot will assume the duties of the ACOP.

The duties and responsibilities of the ACOP are to:

- a. Have a copy of and understand the Flight Request/Schedule.
- b. Check aircraft and pilot carding to ensure necessary qualifications are met and aircraft is equipped to perform the mission.
- c. Confirm Flight Schedule with the Pilot and Scheduling Dispatcher.
- d. Confirm with the Pilot that he/she has filed an FAA Flight Plan per requirements in Subsection 24.1.2.C, or that agency flight following via radio or satellite will be performed.
- e. Perform Resource Tracking check-ins with the Scheduling Dispatcher identified on the Flight Request/Schedule, consisting of:
 - (1) Phone or radio call prior to initial departure;
 - (2) Phone or radio call at final destination (passenger/cargo drop-off point);
 - (3) Phone or radio call if significant (greater than 30 minutes) delays or advancements in the flight schedule are encountered.
- f. For flights that go outside the Great Basin, notify the Dispatcher identified on the Flight Request/Schedule of arrival time.
- g. Flights under DOI (OAS) agreement or contract only: Initial at right of each line of the OAS-23 payment document as each flight leg is completed. This applies to both DOI and USFS Aircraft Chief Of Party(s).
- h. Completes and submits an Aviation Safety Communique (SAFECOM, FS 5700-14 or OAS-34) if a situation is encountered which deviates from standard operating procedure or has potential safety implications (See Great Basin Mobilization Guide, 28.12, Exhibit 12).

D. Procedures For Flight Plan Preparation And Transmission.

1. The Scheduling Dispatcher is responsible for completing, in total, the Flight Request/Schedule (See National Mobilization Guide, 28.4, Exhibit 4).
2. Prior to departure, the Pilot and Scheduling Dispatcher will mutually agree on a flight schedule and manifest. The Flight Request/Schedule will be utilized. The Pilot will also specify the type of flight following being used; this will be documented on the Flight Request. FAA flight following will be utilized in all cases except those where it is not feasible, for example, terrain, communications, etc.
3. Prior to departure, the Scheduling Dispatcher and Aircraft Chief-of-Party (ACOP) will review the flight schedule and manifest. If possible, the Flight Request/Schedule should be transmitted to the ACOP. The Scheduling Dispatcher will also specify and review resource tracking requirements with the ACOP.
4. When planning to deviate from a direct route for aerial surveillance or other reasons, the deviation must be relayed to scheduling dispatcher. Except in an emergency or at the direction of an air traffic control facility, there shall be no deviation from the submitted flight plan while enroute unless the agency representative aboard the aircraft reports the amended flight plan to a designated point-of-contact.
5. The Scheduling Dispatcher will relay the flight plan to the appropriate Coordination Center, or directly to the Destination Dispatcher if pre-negotiated with the GBCC.
6. For flights coming into the Great Basin from another Geographic Area, the Coordination Center will relay the flight schedule to the appropriate offices. For flights leaving the Great Basin enroute to another Geographic Area, the Coordination Center will relay the flight schedule to the appropriate offices (for example, NICC). For flights between EGBCC/WGBCC areas, the Centers will pass schedule information to each other.
7. Check-ins at enroute stops are no longer required except as noted in #8 below.
8. If significant (30 minutes or more) delays or advancements in the schedule are encountered, the Pilot must relay the information through an FAA facility to the Scheduling Dispatcher, or, if equipped with a VHF-FM radio, to a dispatch office who will notify the Scheduling Dispatcher. Notification may also be made by the Aircraft Chief-of-Party at an enroute stop.
9. If an aircraft meets overdue, missing, or crashed aircraft criteria, the "Aircraft Emergency Response Action Plan" will be implemented by the Dispatcher with resource tracking responsibility (if implemented), or by the Dispatcher who receives notification from the FAA of such an aircraft.

24.3.2 - FLIGHT ORDERING, SCHEDULING, RESOURCE TRACKING, AND FLIGHT FOLLOWING PROCEDURES FOR MISSION (TACTICAL) FLIGHTS .

A. Applicability. See Subsection 24.1.2.B. These are flights which meet the definition of mission (tactical) flight. Tactical aircraft are defined as helicopters, airtankers, reconnaissance, aerial observer, air attack, lead planes, smokejumper, infrared, etc.

B. Purposes. See Subsection 24.3.1.B.

C. Roles and Responsibilities.

1. Dispatchers. Dispatchers who have flight-following responsibility or tactical control over missions will remain on duty and at their radio station until their involvement and responsibility has ended, or the flight plan has been closed.

2. Pilot.

a. The Pilot-in-Command has the final say concerning the safety of the aircraft and its occupants.

b. Pilots will check-in with the ordering dispatch office on the radio frequency specified on the resource order ten (10) minutes prior to arrival at the area of operation/ordered airport.

c. Pilots will check-in with the ordering dispatch office on the radio frequency specified on the Resource Order 10 minutes prior to arrival at the area of operation/ordered airport.

D. Procedures.

1. Ordering/Dispatching. The Sending Dispatcher is responsible for ensuring that tactical aircraft pilots are furnished with the aircraft information identified on the resource order (latitude, longitude, bearing, air contact and frequency, ground contact and frequency, and other aircraft/hazards, including TFRs, MTRs and SUAs).

2. Airspace Boundary Dispatching. See Exhibit 28.15 for details and the Aviation Boundary Operations Checklist.

3. Enroute Flight Following.

a. Initial Attack or Incident Support Within a Unit's Jurisdiction.

(1) While enroute on an initial attack or incident support mission within a unit's jurisdictional boundaries, tactical aircraft will check in with the unit Dispatch Office via radio every 15 minutes. Alternative check-in schedules of longer duration necessitated by terrain or other factors may be utilized, provided these are identified and planned for in advance.

(2) When over the incident, tactical aircraft will track through the appropriate party (Air Tactical Group Supervisor, Incident Commander, Lead plane, or, if the tactical aircraft is the only resource on-scene, with Dispatch).

b. Initial Attack or Incident Support Cross-Jurisdictional.

(1) While enroute to an initial attack or incident support mission across jurisdictional boundaries, tactical aircraft pilot or aircraft manager will relay flight route and ATD/ETE/ETA information to the Sending Unit Dispatcher, who will relay via established channels to the Receiving Dispatch Office.

(2) Pilots will check-in with the ordering dispatch office on the radio frequency specified on the resource order 10 minutes prior to arrival at the area of operation/ordered airport. The ordering dispatch office's frequency must be identified on the resource order.

(3) Confirmation of arrival of tactical aircraft ordered via an "A" request on a resource order will be transmitted back to the Coordination Center.

4. Flight following/Tracking Responsibilities (Tactical Aircraft).

The following procedures apply to all tactical aircraft moving across unit boundaries. For purposes of flight following, these aircraft are defined as aircraft which are mobilized on an "A" aircraft resource order request.

A. Responsibilities of the Sending Unit:

1. Responsible for ensuring that the aircraft pilots are furnished with the aircraft information identified on the resource order (latitude, longitude, bearing, air contact and frequency, ground contact and frequency, and other aircraft/hazards, including MTRs and SUA). The ordering dispatch office's frequency must be identified on the resource order.
2. Obtain ATD (actual time of departure) and ETA (estimated time of arrival) from the pilot or the aircraft manager and relay the ATD/ETA to the sending units via established ordering channels.
3. Notify the appropriate Coordination Center of any delays/advances of a flight plan exceeding 30 minutes.
4. Coordinate/initiate/document search procedures for overdue aircraft. Utilize agency Search/Rescue Guide as appropriate.
5. On any flight requiring stops enroute to destination, instruct Pilot in Command (PIC) or aircraft manager to contact the appropriate number identified for enroute tracking. In order to assist further with enroute tracking, fuel truck and support truck drivers should also be asked to contact the number identified every 2 to 3 hours or at each fuel stop.

B. Responsibilities of the Receiving Unit:

1. Confirm arrival by telephone of all tactical aircraft ordered via a resource order to the appropriate Coordination Center.
2. Notify Coordination Center of any delays of a flight plan exceeding 30 minutes; and notify Coordination Center of any aircraft overdue by more than 30 minutes.
3. Advise Pilot of any changes/modification to original order related to the following:
 - Information regarding hazards (within 10 miles of the Incident airspace) that were not identified on the resource order.
 - Information regarding aircraft operating within 10 miles of the incident airspace.
 - Information on Temporary Flight Restrictions requested or in effect.
4. Specify flight following methods while enroute to and from an incident or airport.
5. Coordinate/initiate/document search procedures for overdue aircraft with sending unit. Utilize agency/center Aircraft Search/Rescue Guides as appropriate.
6. After the first operational period, provide a copy of area hazard maps to each aircraft in operation (airports/hazards).

C. Responsibilities of the Great Basin Coordination Centers:

1. Relay flight itinerary to the receiving/ordering unit (via established channels) by telephone.
2. Notify receiving/ordering unit of known delays/advances of a flight plan exceeding 30 minutes.
3. Confirm arrival of all tactical aircraft ordered through NICC with NICC by telephone.

4. Notify sending unit (Great Basin unit/NICC) of any aircraft overdue by more than 30 minutes.
5. Track all tactical aircraft to their final destination within the area.
6. Assist in search procedures for overdue aircraft when requested by the sending/receiving unit.

24.4 - AIRBORNE THERMAL INFRARED (IR) FIRE MAPPING. See National Mobilization Guide.

All requests for infrared fire mapping will be made utilizing the Infrared Aircraft Scanner Request (See National Mobilization Guide, Subsection 28.5, Exhibit 5). When competition exists for resources within their area, the Coordination Center shall maintain flight scheduling and priority setting for Airborne Thermal Infrared Fire Mapping aircraft. The Centers will coordinate with each other for Great Basin needs. Great Basin Coordination Centers will be responsible for submitting the Infrared Aircraft Status Report to NICC.

24.5 - LEAD PLANES. Units shall facilitate these requirements by assigning separate "A" request number(s) for lead plane and/or air attack following the request for the airtanker(s) or other tactical air resources. The Coordination Centers will advise the ordering unit if a lead plane and/or air attack is not readily available. The Unit shall then advise the Center on whether or not to keep the order for a lead plane and/or air attack active. The lack of readily available lead plane or air attack resources shall not delay the dispatch of an airtanker piloted by an initial attack rated airtanker pilot.

When competition for lead planes and/or air attack aircraft exists within the Great Basin Coordination area, the Center shall coordinate priority reassignments of these resources. Replacement of an incident's lead plane or air attack aircraft reassigned to another incident will be negotiated between the Center and the requesting unit.

Within the Great Basin, contract or agency-owned dedicated air attack aircraft shall be dispatched with both a Pilot and Air Tactical Group Supervisor on board.

Agency lead plane or air attack pilots may function as Air Tactical Group Supervisors (ATGS) if certified¹, and until such time as the workload or incident complexity adversely affects piloting performance, ability to respond to ground or air coordination needs is compromised, or pilot duty hours or other agency requirements limit their ability to perform this role.

For incidents on which significant flight time may accrue, units and Coordination Centers should mutually anticipate the need for relief air attack or lead plane resources.

¹ ¹ Air Attack Pilot certification requires past experience as a Division/Group Supervisor.

To ensure effective supervision and timely mission accomplishment of all aircraft over an incident, units shall adhere to the following guidelines and requirements for ordering and utilization of lead planes and air attack aircraft:

Table 24-2: GREAT BASIN LEAD PLANE/AIR ATTACK REQUIREMENTS AND GUIDELINES

SITUATION	LEAD PLANE REQUIREMENT/ GUIDELINE	AIR ATTACK REQUIREMENT/ GUIDELINE
Non-initial attack rated AIR TANKER pilots	Required (must not drop unless lead plane is on scene)	None
Dropping of retardant in congested ² areas	Required	Must be ordered
Multiple aircraft operating in a congested area	None, unless airtanker operations	Must be ordered
Retardant operations conducted during the period ½ hour before sunrise to ½ hour after sunrise, and ½ hour before sunset to ½ hour after sunset	Airtankers must not be dispatched unless lead plane <u>or</u> air attack can be on scene during drop operations	
Modular Airborne Firefighting System (MAFFS)	Required (must not drop unless lead plane is on scene)	Must be ordered
Canadian airtanker operations	Must not drop unless lead plane or air attack is on scene	
Multiple airtanker operations	Automatically request the lead plane; if not readily available, keep order active if extended attack is anticipated and lead plane can arrive in time to supervise operations	Optional, unless other criteria are met (i.e., mix of different tactical aircraft types and incident complexity dictates need)
Single air tanker operations where a lead plane is co-located with the airtanker	Automatically request the lead plane	Optional, unless other criteria met
Mix of different tactical aircraft types (i.e., air tanker, helicopter, smoke jumper) and the incident complexity dictates the need for air tactical coordination	Optional, unless airtanker operations dictate need	Must be ordered
Numerous resources of a single type	See Multiple Airtanker Operations	Optional, depending upon situation and complexity
Conditions of visibility and/or terrain create a serious hazard to ground or air resources	Optional, unless airtanker operations dictate need	Must be ordered

Other situations may also warrant a lead plane or air attack aircraft.

² ² See Interagency Airspace Coordination Guide, Chapter II, Page II-2, Definitions, J.1.

24.5.1 - LEAD PLANES. See National Mobilization Guide, Subsection 24.5. Under certain circumstances, the use of lead planes is essential to the safe and cost-effective operation of airtankers. If available, they will be dispatched to all airtanker assignments according to agency policy. Additionally, the Start-up/Cutoff Times policy outlined in 24.8.4 shall be followed.

A. Lead planes assigned to units on details or resource orders will be dispatched by the respective unit for lead plane duty only. All other types of flying shall be ordered through the appropriate Great Basin Coordination Center.

B. Lead planes assigned to a unit may be dispatched direct to meet the unit's mutual assistance areas of influence with notification to the appropriate Coordination Center within **15** minutes. A resource order shall be submitted through the Coordination Center when committed on extended attack, or when the aircraft RONs at a location other than its original base.

C. The Great Basin Coordination Centers will coordinate with the appropriate dispatch unit concerning lead plane availability and crew assignment.

D. During periods of low fire probability, it is permissible for lead plane and Airtanker Coordinators to be used for other missions. Release of lead plane and Airtanker Coordinators for non_suppression assignments is contingent upon the following conditions:

1. Airtanker pilots at the base to which the lead plane is assigned are initial attack qualified.
2. A backup lead plane is available within 1 hour, or the released lead plane can be back on station within the same time frame.
3. The release is approved by the appropriate Great Basin Coordination Center.

24.6 - AERIAL SUPERVISION MODULES (ASM1). The ASM1 is a fixed wing platform that utilizes two crewmembers to perform the functions of traditional air attack and when necessary, performs low-level operations and provides aerial supervision and leadership in support of incident objectives utilizing lead profiles. The module consists of an Air Tactical Pilot (ATP) and a Air Tactical Supervisor (ATS). The policies and procedures are found in the ASM Operations Guide.

24.7 - AIR TACTICAL AIRCRAFT. The use of air attack aircraft and Air Tactical Group Supervisors are important to the safe and cost-effective supervision of aerial firefighting operations. Coordination, especially in congested airspace or in military training areas, is essential to safe flight. The policies and procedures found in the Interagency Airspace Coordination Guide and the Interagency Air Tactical Operations Guide have been adopted for all agencies' use and implementation. Tactical air supervision will be dispatched according to Table 24-2 and/or as required by the Start-up/Cutoff Times policy in Subsection 24.8.4.

24.8 - LARGE TRANSPORT AIRCRAFT. See National Mobilization Guide.

24.8.1- AGENCY-OWNED/CONTRACT AIRPLANES. See Great Basin Mobilization Guide, Chapter 80.

24.9 - HELICOPTERS: CALL WHEN NEEDED (CWN). See National Mobilization Guide for policy and procedures concerning Call-When-Needed (CWN) helicopters.

24.9.1 - EXCLUSIVE-USE CONTRACT. See National Mobilization Guide. Exclusive use and agency owned helicopters must be ordered through normal dispatch channels. See Chapter 80 for a listing of Exclusive-Use and Agency-owned helicopters within the Great Basin.

24.9.2 - CALL-WHEN-NEEDED (CWN) HELICOPTERS.

A. General.

1. Per contract language, orders will be filled based on performance and cost. When orders are placed with coordination centers, altitude, temperature, and intended use information for the incident or project should be provided by the ordering unit to ensure the appropriate aircraft is ordered to meet the mission needs. Cost, helicopter performance, configuration, and location shall be considered when filling orders.
2. Prior to being sent to the incident or project, helicopter(s) and module(s) shall be joined at a staging area away from, but convenient to, the incident/project (for example, the nearest airport). At that time, the helicopter manager or unit Aviation Officer will conduct a pre-use inspection verifying that all is in order, and brief the pilot on the details of the assignment.
3. All incident assignments require that a qualified CWN helicopter module be assigned. See Subsection 22.6.3 A and B and the Interagency Helicopter Operations Guide (IHOG), Chapter 2 for requirements.
4. During active fire season, local dispatch offices must advise the appropriate coordination center (EGBCC or WGBCC) of all CWN requests/assignments made by their offices. The Coordination Center is then responsible for immediately notifying the appropriate agency's State/Area/Regional aviation manager.
5. Contract administration shall be accomplished through assignments of the CWN helicopter manager as the Contracting Officer's Representative (COR) for Forest Service contracts or as Project Inspector (PI) for Department of Interior contracts or aircraft rental agreements (ARA). The COR/PI is responsible for conducting inspections, briefing prior to use, and on-scene contract administration. Helicopter managers shall verify to the using unit that these inspections and briefings have been accomplished. Specific procedures are contained in the Interagency Helicopter Operations Guide (IHOG). Type 1 and limited-use helicopter require a Helicopter Manager (HCWN) only for operations.

B. Type 1 and 2 Call-When-Needed (CWN) Helicopters.

1. Type 1 and 2 CWN helicopters are available under National Contract and, with the exception outlined below, shall be ordered through the National Interagency Coordination Center (NICC) via established dispatch channels. Definitions of categories (limited or standard), as well as additional information on CWN helicopters, can be found in the National Mobilization Guide, Subsection 24.7, and the "Airtanker, Helicopter, and Large Transport Information" book.
2. Exception: Any National Forest with a Type 1 helicopter operating locally on a timber sale contract may use the helicopter for initial attack missions per the contract requirement in the timber sale contract. The following must occur:
 - (a) The helicopter can only be used for initial attack on incidents within or adjacent to the timber sale that the helicopter is working on.

(b) Coordination must occur between the local dispatch office, the timber sale COR, and any other resources assigned to the incident.

(c) A resource order shall be submitted for documentation purposes to the coordination center.

(d) For any request/assignment other than initial attack on or adjacent to the timber sale, procedures in Subsection 24.7.2.B.1 above) must be used.

C. Type 3 CWN Helicopters.

1. **Ordering.** There are two procurement methods normally used for acquiring Type 3 CWN helicopters within the Great Basin. These methods are:

a. The Forest Service, Region 4 CWN contract, administered by NIFC contracting for the Regional Office (R04). Coordination Centers and local dispatch offices must have a written delegation of authority from the Contracting Officer to order under this contract.

b. The Office of Aircraft Services (OAS) Aircraft Rental Agreements (ARA), administered by OAS in Boise, Idaho.

For incidents or projects on lands administered by National Forests within the Intermountain Region, CWN helicopters shall be ordered from either the Region 4 Type 3 CWN helicopter contract or the OAS via an ARA. A cost comparison must be completed by the ordering office when deciding which procurement method to use.

2. **Fire Use.** Local units may order helicopters directly from a vendor, provided the helicopter's designated base (home base) is located within or immediately adjacent to the unit's administered boundary. All requests/assignments must be reported to the Coordination Center, with subsequent notification outlined above to the agency's State, Area or Regional Aviation Manager. All other orders shall be submitted to the Coordination Center.

3. Project Use.

a. **USDA-Forest Service.** For Forest Service projects/orders, use the same procedures as listed above for Fire Use.

b. **DOI Agencies.** For DOI Agencies, all Type 3 helicopters may be ordered directly from the vendor off of the OAS Source List.

c. **States.** For States, all orders for Type 3 helicopters may be placed directly with the vendor using State contracts or agreements. Note that OAS Source List (ARA) aircraft may be utilized by the State, provided the State has been assigned or obtains an OAS Billee Code.

24.9.3 - CWN HELICOPTER MODULE. See Subsection 22.5.3

24.9.4 - HELICOPTER NUMBERING. The full FAA Registration Number (N#) is required on the resource order and Flight Request/Schedule. The national standard for helicopter numbering, as well as air-to-air and air-to-ground communications, is the use of the FAA registration number ("N" number), abbreviated to the last three digits when possible.

Example: "Helicopter N123HP shortened to "3HP," provided no other aircraft has the same abbreviated call-sign. State agencies may have pre-assigned numbers and should be utilized, provided no conflict exists.

24.9.5 - HELICOPTER RAPPELLING. Helicopter rappel operations are approved for use on all Great Basin agencies' lands, provided the rappellers and pilot have been trained, certified, and approved in accordance with the Interagency Helicopter Rappel Guide. Helicopter and pilot must be carded for the operation. Helicopter rappellers shall be ordered through normal dispatch channels.

24.9.6 - HELICOPTER SHORT-HAUL RESCUE/INSERTION.

A. Rescue. Short-haul is approved as a rescue method for use on all Great Basin agencies' lands provided that:

1. The mission is a life or death emergency, and,
2. The rescue is conducted by qualified personnel trained in accordance with agency policy and standards. Personnel conducting the operation must have been approved by the appropriate agency aviation management officer.

B. Insertion. Insertion of firefighters via short-haul methods by qualified individuals is approved for Grand Teton National Park only.

24.9.7 - AERIAL IGNITION. There are two aerial ignition devices approved for Forest Service and DOI use; the helitorch and the Plastic Sphere Dispenser (PSD) (See Interagency Aerial Ignition Guide).

There are specific training and certification requirements for aircraft, pilots, helitorch modules and PSD operators. Qualified and current individuals must be assigned when filling aerial ignition orders for helitorch modules or Plastic Sphere Dispenser (PSD) operators.

Orders for these resources, for fire or project use, may involve several different resource orders. Example: Helicopter ordered on an aircraft resource order, Helicopter Manager and helitorch module or PSD operator ordered on an overhead resource order, Helitorch or PSD machine ordered on an equipment resource order, and plastic spheres, glycol, gasoline, etc. ordered on a supply resource order.

When possible, to alleviate workload, resource tracking problems, and confusion, order an exclusive use helicopter and crew who have all the components (aerial ignition equipment, supplies and qualified personnel). This can be accomplished on one aircraft resource order that specifies the aerial ignition capability needed.

Forest Service, NPS and BLM Helitack bases which have aerial ignition equipment and personnel are:

<u>Unit/Base</u>	<u>Aerial Ignition Capability</u>
Arizona Strip BLM	2 Helitorches, 1 batch plant, Plastic Sphere Dispenser
Ashley NF/Flaming Gorge	2 Helitorches, 1 batch plant, Plastic Sphere Dispenser
Boise NF	4 Helitorch, 1 batch plant, 6 Plastic Sphere Dispensers
Boise BLM	Helitorch
Bridger-Teton NF/Jackson	2 Helitorch, 1 batch plant, Plastic Sphere Dispenser
Challis NF	Helitorch, 1 batch plant, Plastic Sphere Dispenser
Ely BLM	Helitorch
Moab BLM	Plastic Sphere Dispenser
Payette NF	4 Helitorch, 2 batch plants, 6 Plastic Sphere Dispensers
Salmon NF/Indianola	2 Helitorches, 1 batch plant, Plastic Sphere Dispenser
Sawtooth NF/Hailey	Plastic Sphere Dispenser
Shoshone BLM	Helitorch
Toiyabe NF/Bridgeport	Helitorch w/ batch plant/Plastic Sphere Dispenser
Targhee NF	Plastic Sphere Dispenser
Wasatch -Cache NF	Helitorch, Batch Plant, Plastic Sphere Dispenser
Zion NPS	Plastic Sphere Dispenser

24.10 - AIRTANKERS. See National Mobilization Guide.

Airtanker Base Hours of Operation: During the core period, all Great Basin Airtanker Bases should operate on a 1000-1800 local schedule.

A. Rotation. The policy found in the Interagency Airtanker Base Operations Guide shall be followed in all cases.

B. Assignment to Incidents. Normally, airtankers are not assigned to a specific incident, even though they may have been ordered on an incident's Incident/Project Order number. To avoid confusion on airtanker status, Coordination Centers are responsible for informing local units of developing fire situations which may preclude the local incident's use of airtankers. The local unit in turn is responsible for informing air operations personnel assigned to incidents of this potential.

C. Dispatching Procedures. See Interagency Airtanker Base Operations Guide.

1. Movement/ordering of the airtankers will be through normal dispatching channels only.
2. During periods of sustained or multiple fire activity, each unit shall take the necessary measures to manage pilot time and remain cognizant of both flight time and duty day limitations. Units will ensure that flight limitations are not exceeded and that adequate time is allowed for airtanker response to new fires and return to base. Unit Dispatch Offices will notify the appropriate Great Basin Coordination Center as airtanker(s) within their control reach a point at which they have 2-hours of flight time remaining.
3. When air tankers are ordered for threats, as much information as possible shall be provided with the initial order. This information should include but not be limited to: public and firefighter safety, types of structures at risk, fire behavior, and other pertinent concerns.

D. Airtanker Diversion. The priorities for airtanker and lead plane use are: (1) Human life and property, and Resource Values, (2) new starts, (3) other priorities established by management. Situations may develop necessitating the prompt and direct reassignment of airtankers and lead planes enroute to an incident or diverting them from a going fire.

Diversions will be coordinated with appropriate Coordination Centers.

24.10.1 - EARLY ACTIVATION. See National Mobilization Guide.

24.10.2 - MODULAR AIRBORNE FIREFIGHTING SYSTEMS (MAFFS). See National Mobilization Guide.

24.10.3 - SINGLE ENGINE AIRTANKERS (SEATS). See National Mobilization Guide and the Interagency Single Engine Airtanker Operations Guide. Single engine airtankers may be used under the following conditions:

A. USDA-FS. The Forest Service may use SEATs contracted for by cooperators (for example, DOI or State agencies) provided that they meet the requirements in FSM 5713.43a.

B. DOI. The pilot shall be carded as either a Level I or Level II Single Engine Airtanker pilot based on the following criteria:

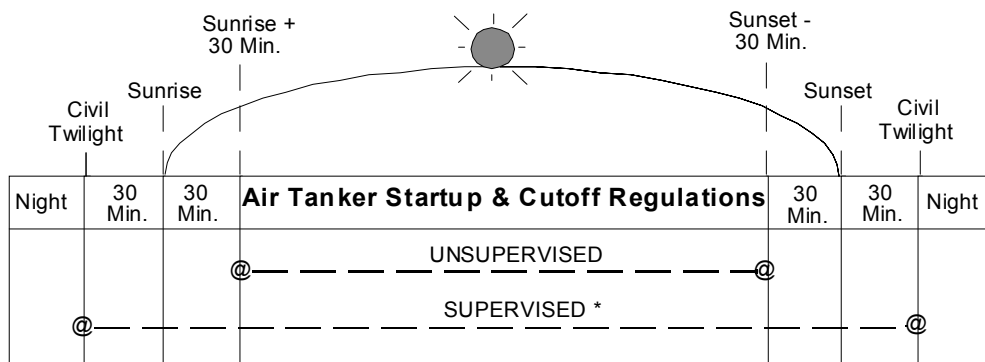
1. **Level 1.** Permits pilot performance of missions in the fire environment airspace with or without aerial supervision.
2. **Level 2.** Permits pilot performance without the benefit of qualified aerial supervision in the fire environment airspace with the SEAT and one additional aircraft or with supervision in the fire environment airspace concurrently with more than two aircraft.

C. State Agencies. State Agencies shall adhere to the Interagency Single Engine Airtanker Operations Guide when using SEATs.

24.10.4 - AIRTANKER DISPATCH LIMITATIONS - START-UP/CUT-OFF TIMES . Whether or not these Start-up/Cut-off times apply to single engine airtankers is the decision of the agency utilizing them, regardless of which agency furnishes the aircraft. To reduce the hazards to large airtanker operations posed by shadows in the early morning and late evening hours, limitations have been placed on times when airtankers may drop on fires.

Note that the limitations apply to the time the aircraft completes its dropping activity, not the time the aircraft is dispatched from its base. The Air Tactical Supervisor, Airtanker Coordinator or Airtanker Pilot in Command (PIC) will determine that visibility and other safety factors are suitable for dropping retardant; and notify the appropriate dispatcher of this determination. Dispatchers and Air Tanker Base Managers, in consultation with Airtanker Coordinators or Air Tactical Group Supervisors, are mutually responsible for ensuring these limitations are not exceeded. The following will apply (See Chart 24-3).

Chart 24-3: Air Tanker Dispatch Limitations - Start-up/Cut-off Times



@ = Arrival Over the Fire (No earlier in the morning or later than in the evening).

* = SUPERVISED (Defined as Air Tanker Coordinator or Air Tactical Group Supervisor)

Note: Sunrise & Sunset are determined by the Official Sunrise and Sunset Tables of the nearest reload base

For further information, see Forest Service Handbook 5709.11-41

A. Aerial Supervision Optional. Airtankers may be dispatched to arrive over the fire under normal agency aerial supervision policy, provided that the aircraft's arrival is between 30 minutes after official sunrise and 30 minutes before official sunset.

B. Air Tactical Group Supervisor or Airtanker Coordinator Required. A qualified Air Tactical Group Supervisor or Airtanker Coordinator is required, on scene, if the airtanker's arrival over the fire and its dropping activity will occur during:

(1) The period from 30 minutes prior to official sunrise to 30 minutes after official sunrise;

or,

(2) The period from 30 minutes prior to official sunset to 30 minutes after official sunset.

C. Sunrise/Sunset Tables. Airtanker bases and dispatch centers shall have official sunrise and sunset tables at their locations in order to determine Start-up and Cut-off times. Note: Official sunrise and sunset tables are published with standard times. During Daylight Saving Time, remember to add one hour to all times in the table. The term Civil Twilight refers to a point 30 minutes prior to official sunrise or 30 minutes after official sunset.

Sunrise/Sunset tables can be accessed on the Internet at the following address:
http://aa.uso.navy.mil/data/docs/RS_OneDay.html

D. Determinations for Airtanker Dispatch: For airtanker dispatch, use the official sunrise and sunset tables for the airtanker base nearest the fire, and comply with all start-up/cut-off regulations.

24.11 - TEMPORARY FLIGHT RESTRICTIONS (FAR 91.137).

24.11.1 - POLICY. The policies and procedures found in the Interagency Airspace Coordination Guide have been adopted for all agencies' use and implementation.

24.11.2 - PROCEDURES. It is essential that both unit and Coordination Center dispatchers are trained in the policies and procedures found in the Interagency Airspace Coordination Guide.

A. See 28.11, Exhibit 11, "Interagency Request For Temporary Flight Restriction" and 28.12, Exhibit 12, "Documentation of Contacts Requesting Deconfliction Of Airspace By the Military." Local units are responsible for:

1. Coordinating with military units for deconfliction of Special-Use Airspace (SUA) and Military Training Routes (MTR's).
2. Submitting requests for Temporary Flight Restrictions to the appropriate FAA Air Route Traffic Control Center. Documenting the request on an Aircraft Resource Order.
3. Informing Coordination Centers of Temporary Flight Restrictions granted by FAA.

B. The Coordination Center, upon request from a local unit, may assume the responsibility for requesting flight restrictions and/or assisting local units in deconflicting airspace with the military.

C. For non-fire deconfliction of airspace, refer to the Interagency Airspace Coordination Guide.

D. If a unit is experiencing difficulty (overload, conflicts) with airspace coordination, the unit may order a Dispatcher, Aviation Manager, or other individual with airspace coordination knowledge. Additionally, Military Representatives to the FAA (See Interagency Airspace Coordination Guide) are also available to assist.

24.12 - MILITARY TRAINING ROUTES AND SPECIAL-USE AIRSPACE. See the Interagency Airspace Coordination Guide. Also See Chapter 80 - Section 86, for telephone and facsimile numbers of Scheduling Agencies of Special-Use Airspace within the Great Basin, and to Subsection 28.11, Exhibit 11, "Documentation of Contacts Requesting Deconfliction Of Airspace By the Military."

Local units are responsible for coordinating with military units for deconfliction of Special-Use Airspace (SUA) and Military Training Routes (MTR's). The Coordination Center, upon request from a local unit, may assume this responsibility and/or assist local units.

24.13 - AIRSPACE CONFLICTS. Notification Procedures. All airspace conflicts, including accidents (mid-air collision), incidents (near mid-air collision), hazards (intrusions into airspace restricted under Part 91.137 Temporary Flight Restrictions), and other occurrences involving airspace shall be reported immediately by the individual involved with or observing the conflict to the local unit dispatch office or aviation manager.

Upon notification of a conflict, the local dispatch office shall immediately notify the local aviation manager.

The local aviation manager/dispatch center shall immediately attempt to gather all pertained details and report the occurrence to:

- the appropriate Regional, State, or Area Aviation Manager
- the appropriate Coordination Center

These individuals shall take all necessary action to further report the occurrence according to agency requirements (for example, in the case of an accident or incident with potential), and shall coordinate on the immediate follow up and investigation of the conflict.

If the conflict involves a serious aviation accident involving injury or loss of life or property, the Coordination Center shall also immediately notify the National Interagency Coordination Center (NICC).

See the Interagency Airspace Coordination Guide for further information on airspace conflict reporting and follow up.

24.14 - FAA TEMPORARY CONTROL TOWER OPERATIONS. Temporary control tower assistance is available through FAA. All requests for temporary control towers are ordered through the appropriate Great Basin Coordination Center on an aircraft resource order.

FAA Temporary Towers should be activated when conditions of visibility or level of activity at an uncontrolled airport are such that FAA control will enhance safety. Airport Managers should be consulted, as well as pilots and aircraft managers. When an agency requests that an FAA Temporary Tower be brought in due to complex aviation activity for an air base or incident, the following procedures must be followed:

1. Unit submits a resource order to the appropriate Great Basin Coordination Center for an FAA Tower as an "A" request, identifying date and time, location, and times of operation (sunrise to sunset).

2. Provide the following when placing the order:

- Site Location: Does a facility exist? (Consider ordering Air Ops/Helibase trailers, office trailers, etc., **via an equipment order form.**) Does the facility have a good field of view for taxi, takeoff, and approach paths? Does the facility have electrical and/or phone capability?
- Estimated times of operation
- Estimated duration of incident
- The names, telephone numbers and e-mail/internet addresses of the local unit contact(s)

NOTE: FAA Personnel are not committed to 14 day assignments. The FAA will handle personnel switch outs as needed and may request assistance with travel arrangements.

3. The FAA will be responsible for staffing appropriately to meet the request and any internal requirements. (FAA personnel may request lodging assistance.)

4. The local unit aviation manager is responsible for providing a thorough briefing to the FAA controllers and allowing the controllers, to present their own briefing to pilots and other interested personnel.

5. Ensure that adequate radio kit(s) are available for use. These must be 720-channel VHF-AM radios (note that the Air Ops/Helibase trailers come with complete radio packages).

6. Be aware that the FAA will issue a NOTAM (Notice to Airmen) for the airport informing the public of the change in status from uncontrolled to controlled, and identifying radio frequency for contact with the tower.

7. Additional Needs. Since the FAA does not have the support equipment necessary to establish a temporary tower, the incident should order support equipment through established ordering channels. Also, See the National Mobilization Guide and the Interagency Airspace Coordination Guide, Appendix 10, page 10-1 for a list of support equipment. Other items that should be considered are: binoculars, a light gun, sectionals, a clock, a counter clicker, and a VHF Frequency.

8. When the incident no longer needs the tower, ensure that release procedures occur through the appropriate channels.

24.15 - INTERAGENCY INTERIM FLIGHT AND DUTY LIMITATIONS. See National Mobilization Guide. Implementation decisions will be made on a coordinated, interagency basis, involving the Geographic Area's Coordination Center, NICC, and National Aviation representatives at NIFC. The Great Basin Operations Committee will make a recommendation to the Great Basin Coordinating Group, concerning implementation of limitations within the Great Basin, based on activity levels.

24.16 - AIRPORT CLOSURES. See the Interagency Airspace Coordination Guide, Appendix 9, Airport Operations, App 9-1.

24.17 - EMERGENCY AIRCRAFT RADIO FREQUENCIES. See the Great Basin Aviation Communications Plan.

24.18 - AIRCRAFT IDENTIFICATION SYSTEM.

24.18.1 - ORDERING/RESOURCE TRACKING. Units, in order to perform timely search and rescue, must have a record of the complete FAA registration number of aircraft involved, including those designated below which are allowed to utilize a call-sign other than the FAA Registration ("N") Number. Units shall use the established FAA aircraft Registration ("N") Number system for logistical ordering/resource tracking through the resource ordering system. **Resource orders must include the full FAA Registration Number for all aircraft.**

24.18.2 - TACTICAL AIRCRAFT CALL SIGNS. Local or incident tactical aircraft shall use the following call sign system for radio transmissions. **Abbreviation to the last 3 numbers of the FAA Registration Number is permitted, provided there is no duplication of the call sign with that of another aircraft.**

A. **Airtankers.** Nationally assigned tanker number. For example, call sign "Tanker 63."

B. **Lead Planes.** Nationally assigned pilot's lead number. For example, call sign "Lead 51."

C. **Air Attack.** FAA Registration Number. Abbreviation to the last 3 digits is permitted. For example, call sign "Air Attack 54X."

D. **Reconnaissance.** FAA Registration Number. Abbreviation to the last 3 digits is permitted. For example, call sign "Recon 51P."

E. **Helicopter.** FAA Registration Number. Abbreviation to the last 3 digits is permitted. For example, call sign "Helicopter 3HP."

F. **Smokejumper.** FAA Registration Number. Abbreviation to the last 3 digits is permitted. For example, call sign "Jumper 31S."

G. **Aerial Supervision Module.** Normally assigned pilot's lead number. State of Alaska will assign "A" and the BLM will assign a "B" as their identifier. The ASM will identify themselves to aircraft, dispatch, and ground forces in the following manner: ASM B-4, "B" indicates that it is a BLM ASM and is piloted by ATP-4, listed in the National Interagency Mobilization Guide, Chapter 60, Section 64.

24.19 - AIRCRAFT ACCIDENT AND INCIDENT/HAZARD/MAINTENANCE DEFICIENCY REPORTING.

24.19.1 - GENERAL.

A. Any deviation from standard aviation policy or procedures, either on the ground or in the air, shall be reported. Regardless of individual agency reporting time frames, all accidents, incidents with serious potential to have caused an accident, as well as all airspace conflicts, shall be reported **immediately**.

B. The unit with operational control of the aircraft at the time of the occurrence is responsible for ensuring timely submission by the observing or involved individual (i.e., Chief-of-Party) of the SAFECOM form (See 28.12, Exhibit 12), through that agency's reporting system. For aircraft enroute to an incident which experiences an accident or Incident/ Hazard/ Maintenance Deficiency prior to arrival, the Scheduling/Sending Dispatch Office shall be the unit with reporting responsibility.

C. Aside from accident situations where reporting to another agency is required, an agency submitting a report which involves another agency's aircraft shall forward a courtesy copy to the appropriate aviation officer of that agency.

24.19.2 - AGENCY REQUIREMENTS.

A. **Reporting Requirements.** For agency reporting requirements, particularly regarding accident vs. incident criteria, refer to agency-specific aviation safety manuals, handbooks, and supplemental guidance. If in doubt, treat the occurrence as an accident.

The "Safety Communique" (SAFECOM) is utilized to report any condition, observance, act, maintenance problem, or circumstance, which has potential to cause an aviation-related mishap. SAFECOMs should be reproduced locally, and may be mailed or submitted electronically. For SAFECOM form (See Subsection 28.12, Exhibit 12).

B. **Procedures.** Immediately after notification of a mishap, the unit should follow the notification and reporting procedures found in the unit's "Aircraft Emergency Response Plan." Apart from internal unit and agency notifications required in this Plan, notification to both the Great Basin Coordination Center and NICC shall be made.

The Great Basin Airspace Conflict Incident Reporting Process is as follows:

1. Reporting. Any individual regardless of agency, that sees any action that they feel has potential safety implications should report such action on a SAFECOM (See Exhibit 14). The report must be timely and factual. The reporter should not make judgement or speculate as to the incident's seriousness. The report should be sent to the Aviation Safety Officer of the agency conducting the operation within 24 hours of occurrence or sooner, if immediate action is needed.

2. Agency Aviation Safety Officer. Aviation Safety Officers of the agency that had operational control of the incident will review and investigate SAFECOMs. Discrepancies will be handled per agency direction and policy, then distributed per agency direction. SAFECOMs that concern interagency cooperation, conflict, interagency issues, or personal performance of other agency personnel will be handled as follows: 1) Agency Safety Officer will notify reporting party that the SAFECOM is being removed from the ordinary reporting process and will be managed by the Great Basin Safety Board; 2) Agency Safety Officer will report the SAFECOM to the Great Basin Safety Board with recommendations for investigation and resolution. If the Safety Board determines an in depth investigation is appropriate, the agency Safety Officer or designee will participate with the Safety Board in the investigation; 3) the Safety Board will ensure that the reporting party is given follow up information regarding the disposition and findings of the SAFECOM. The agency on which the incident occurs will bear the cost of the investigation.

24.20 - AVIATION POSITIONS (GREAT BASIN)

24.20.1 - AREA AVIATION COORDINATOR . The individual may work with an Area Command or Multi-Area Coordination (MAC) Group, or, in their absence, may work directly with the unit. Minimum ICS qualification for an Area Aviation Coordinator is Air Operations Branch Director. It is recommended, due to the heavy involvement of the individual with the dispatch organization, that he/she have a working knowledge and/or past experience in dispatch or logistics.

An Area Aviation Coordinator is now part of the Area Command Team. Situations in which an Area Aviation Coordinator should be ordered include, but are not limited to:

- A MAC group is in place locally or at the geographic area level;
- Large incidents in close proximity (no Area Command Team in place);
- Heavy, long-term initial or extended attack where a large number of non-local aircraft are stationed within or assigned to a unit for an extended period of time.

The Area Command Aviation Coordinator interacts with incident Air Operations Branch Directors, frequency managers, Federal Aviation Administration (FAA) and Department of Defense (DOD) officials, and aviation safety specialists. Significant coordination occurs with the expanded dispatch organization(s), the Geographic Area Coordination Center(s), and initial attack dispatch office(s).

Frequent meetings, contact, and coordination with the incident's Air Operations Directors and the expanded dispatch organization are critical.

Oversight and Monitoring. Monitors incident aviation costs, efficiency, and safety. Provides advice to Area Command concerning areas in which costs could be reduced, and the effectiveness of assigned air resources and overall safety increased. Ensures agency rules, regulations, and safety procedures are adhered to by all parties.

Planning and Intelligence. As necessary, may provide incidents, local initial attack forces, and other interested parties with an Area Aviation Plan that outlines the procedures and specifics of the area aviation operation. May assist the Area Planning Chief by coordinating infrared imagery.

Allocation of Aviation Resources. Allocates air and ground-based aviation resources according to Area Command objectives and priorities, as well as aviation safety considerations.

Coordination of Inter-Incident Movement of Aircraft. When aircraft are being moved from one incident to another, either permanently or on a shared basis, coordinates such movement, ensuring that entry/exit routes and corridors, flight following procedures, frequencies, hazards, and contacts are known to all pilots.

Coordination With Initial Attack. Coordinates with local and adjacent initial attack aircraft bases, and local dispatch, to ensure that procedures for transiting incident areas and corridors are in place, including entry/exit routes and corridors, flight following procedures, frequencies, hazards, and contacts. May coordinate with local unit to provide incident aviation resources upon request.

Frequency and Communications Coordination. Work with incident AOBD's and Communications Unit Leaders, as well as with expanded dispatch and/or Area Command Frequency Coordinator, to establish coordinated aviation frequency plan. Ensures this information is disseminated to all incidents, as well as unit and adjacent unit initial attack forces.

Airspace Coordination. Works with the local dispatch organization, the FAA, and DOD bases and personnel to ensure that Temporary Flight Restrictions (TFRs) are in place, coordinated, and do not overlap. Ensures that the potential risks of operating on, near, or within Military Training Routes and Special-Use Airspace have been mitigated. As necessary, assists the dispatch organization in disseminating TFRs to Fixed Base Operators (FOB's).

Coordination of Aviation Safety Assistance Teams (ASATs). Coordinates the scheduling and movement of ASATs among incidents. Ensures ASATs provide feedback to incident's command and aviation staffs. Takes action to correct safety problems as necessary.

Military Aircraft Coordination. Coordinates with military officials and civilian liaisons concerning the assignment and utilization of military aviation assets. Receives incident requests for military assistance and works closely with military officials and civilian liaisons to develop air tasking orders. Ensures entry/exit routes and corridors, flight following procedures, frequencies, hazards, and contacts are known to military pilots.

Accident/Incident Reporting. Ensures that a process is in place for the timely transmittal of incident reports and oversees the process to ensure corrective action is taken. Ensures that incidents are made aware of the unit's Emergency Aircraft Response Plan.

Administration. May assist the incidents by coordinating with Contracting Officers, the local Air Officer, and vendors concerning a variety of issues, (for example, year-end contract extensions, fueling, etc.).

24.20.2 - AIRSPACE COORDINATOR . An Airspace Coordinator is a technical specialist position not formally identified within the ICS system. Expertise in airspace coordination with the Federal Aviation Administration (FAA) and/or Department of Defense (DOD) military bases may not be available locally, or the amount of activity may be such that persons normally responsible for coordination are unable to fulfill coordination duties and responsibilities. In these cases, and when either large fire or heavy initial/extended attack is occurring requiring extensive coordination, monitoring, and follow up with FAA and/or DOD, the position should be ordered.

See the [Interagency Airspace Coordination Guide](#) for further information.

The position may function at either the local or coordination center level.

Forest Service units within the Great Basin have identified the Regional Aviation Officer as the common focal point for all airspace coordination within the Great Basin on lands administered by the Forest Service.

BLM units in Utah, Nevada, and Idaho have identified their respective State Aviation Managers as the focal point for airspace coordination on lands administered by the BLM.

The National Park Service has identified their respective Regional Aviation Officer for the National Park Service as the focal point for airspace coordination on lands administered by the Park Service.

The appropriate area airspace focal point should be informed by the Coordination Center when an order for an Airspace Coordinator is placed. Depending on workload, the RASO or the BLM State Aviation Manager may elect to fill the order, or he/she may advise the Coordination Center to order from the list of qualified individuals. The Airspace Coordinator ordered will work closely with the identified Great Basin focal point during the course of operations.

24.20.3 - AVIATION SAFETY ASSISTANCE TEAMS (ASATs). Aviation Safety Assistance Teams (ASATs) may be ordered for either fixed-wing or helicopter operations. Coordination with Wildland Fire and Aviation Safety Teams (FAST), (See [National Mobilization Guide, 22.5.11](#)), must be performed. Orders for ASATS will originate at the Regional, State level.

During widespread fire aviation activity throughout the Great Basin, a centralized location for the formation, briefing, assignment, and debriefing of ASATs may be established. This shall be coordinated by the Coordination Center(s), and agencies and units involved.

ASATs are responsible for:

- Reviewing safety, operations, and procedures per agency manual directives and operational guides (for example, [Interagency Helicopter Operations Guide](#), [Interagency Airtanker Base Operations Guide](#), [Interagency Airspace Coordination Guide](#));
- Completing appropriate evaluations as contained in the above guides;
- Reviewing the evaluation immediately with appropriate personnel: Incident Commander, Operations Section Chief, Incident Air Operations staff, and if necessary, the local unit Air Officer and Line Manager; making recommendations for improvement of safety and efficiency of operations;
- Providing feedback to and forwarding a copy of the evaluation to the applicable agency aviation officer at the State/Region/Area Office level.

The ASAT is usually interagency in makeup and consists of three personnel:

- Operations Specialist (specify Helicopter or Fixed-Wing Base)
- Pilot Inspector
- Maintenance Inspector

An Avionics Technician may be added to the team if the situation warrants.

ASATs may visit and evaluate aviation operations on an incident or unit more than once during extended operations; recommended interim between visits is 5-7 days.

24.20.4 - ORDERING AND NOTIFICATION PROCEDURES FOR SPECIALIZED AVIATION POSITIONS.

Aviation Safety Assistance Teams (ASATs), Pilot, Maintenance, and Avionics Inspectors, as well as Operations Specialist positions, are ordered through channels from the appropriate Coordination Center. The Coordination Center will then either fill from available personnel within the Great Basin or forward the request to NICC.

The type of operation (fixed-wing or helicopter) should be specified, since that will determine what type of Operations Specialist is ordered. Helicopter Operations Specialists are drawn from Regional/State/Area Office aviation management personnel; however, there are selected helicopter managers, local aviation managers, and others who possess the skills and qualifications to perform the job. Fixed-Wing Base Operations Specialists should have a working knowledge of fixed base and, if applicable, retardant operations.

Area Aviation Coordinator. An Area Aviation Coordinator may be ordered by the local unit, by an Incident Team, or by aviation officers at the State, Regional, or Area level. No special notifications are required when this position is ordered. Orders will be filled by Coordination Centers, using the qualifications list provided by the Operations Committee.

Airspace Coordinator. An Airspace Coordinator may be ordered by the local unit, by an Incident Team, or by aviation officers at the State, Regional, or Area level.

The appropriate area airspace focal point should be informed by the Coordination Center when an order for an Airspace Coordinator is placed. Depending on workload, the focal point may elect to fill the order, or he/she may advise the Coordination Center to order from the list of qualified individuals.

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25 - INTELLIGENCE AND PREDICTIVE SERVICES. Great Basin Coordination Centers are responsible for the coordination and distribution of required reports.

25.1 - INTELLIGENCE

25.1.1 - INCIDENT STATUS SUMMARY (ICS-209). See National Mobilization Guide Subsections 25.1.1 and 28.8, Exhibit 8, for reporting requirements and format.

For any incident within the Great Basin that meets the reporting criteria, an Incident Status Summary will be completed and submitted electronically via the national web based ICS-209 Program until the incident is controlled. Reports are due by 2100 hours daily (local time), although earlier submission times may be set during those periods when the Great Basin Multi-Agency Coordinating (MAC) Group is active.

When in place at the incident, it is the responsibility of the Type 1 and 2 Incident Management Teams to complete and submit this information. For all other incidents (or in those instances where the IMT has no Internet capability), the dispatch center will ensure complete and accurate ICS-209 information is gathered and electronically submitted. Because they are hosted on the same platform, information from the ICS-209 Program will be automatically transferred into the Interagency Situation Report at the GACC and NICC levels.

If any significant changes occur during the night (large increase in acreage, change in complexity, increase threat to life/property, change in containment/control status, etc.), an update will be made via phone, fax or electronic mail to the appropriate Coordination Center by 0600 hours local time.

All Wildland Fire Use (WFU) events will require either a complete or abbreviated ICS-209. An abbreviated ICS-209 is defined as Blocks 2 through 7, 9 through 11, 14, 15, and 44 through 47. Once a WFU reaches 100 acres in size in timber, or 300 acres in grass fuel types a complete ICS-209 will be required.

25.1.2 - INTERAGENCY SITUATION REPORT (SIT). See National Mobilization Guide Subsection 21.1.2 for report content and requirements.

Dispatch centers will report all fire activity (including prescribed fires and Wildland Fire Use) and resource status via the web-based Interagency Situation Report application (<http://famweb.nwcg.gov/>). Information from this centralized database is then retrieved at the Coordination Center and NICC levels to generate summary situation reports for the Area(s) covered. A Situation Report User's Guide is available on the website for display/downloading; it is strongly suggested that users thoroughly familiarize themselves with the definitions and instructions in the User's Guide before attempting to enter information into the website. The Coordination Centers will provide direction on the annual time span (generally from May through October) and frequency for submission of the Situation Report.

On a normal day, dispatch centers will gather their information and enter it into the SIT website by 1900 hours local time for the day's activity. If initial attack activity is such that the dispatch center is having difficulty meeting the 1900 time frame, the center will call the appropriate Coordination Center and negotiate a later submission time. (generally no later than 2200 hrs. local time)

A. Daily fire Statistics. Dispatch centers will report both wildland and prescribed fire activity occurring during the past 24 hours (reporting period is 0001 to 2400 local time) on their units in this screen of the SIT program. If SIT information has been submitted and significant changes in fire activity occur once the Coordination Center has closed, an electronic message or fax with updated information will be submitted to the appropriate Coordination Center by 0600 hours local time. Corrections in numbers of fires/acres will be made on the following day (in the Year-to-Date Statistics screen).

B. Resource Information. This section of the SIT program is used to show projected resource status for the next 24 hours. The following definitions are to be used when reporting projected resource status:

Available resources - all resources physically located on your unit(s) and under your control that are not be committed to fires or on a mandatory day off. Resources whose mobility is restricted to within state boundaries (such as inmate crews) should be included, with their limitations noted in the Remarks section.

Committed resources - resources that will be committed to initial/extended attack and prescribed fires on your unit(s). Do not show resources committed to large fires; they will be captured from the 209 Program.

C. ICS-209 Information. For those incidents where an IMT is not assigned or is unable to enter incident information directly into the ICS-209 Program, dispatch centers will compile incident information and submit it via the ICS-209 tab/interface in the SIT program.

D. Incident Priorities. Dispatch centers will use this screen to assign their internal incident priorities.

25.1.3 - INCIDENT MANAGEMENT SITUATION REPORT. See the National Mobilization Guide, Subsection 25.1.3, for a description of this report produced by NICC.

25.1.4 - WILDLAND FIRE ENTRAPMENT/FATALITY REPORT. See the National Mobilization Guide, Section 25.5 and Subsection 28.10 Exhibit 10.) Notification of such an occurrence will be made immediately by telephone through agency channels directly to NICC. This will be followed by a phone call to the appropriate Coordination Center to relay the same information. The completed written report will be submitted to NICC within 24 hours, with a carbon copy to the Coordination Center.

25.1.5 - SERIOUS ACCIDENT / INJURY REPORT. Will be submitted using local protocols and additionally shall be reported through established dispatch channels to the National Interagency Coordination Center via the GACC. A serious accident/injury is defined as any incident requiring transport by life flight or admission to a hospital.

25.2 - PREDICTIVE SERVICES.

25.2.1 - WEEKLY FIRE WEATHER / FIRE DANGER OUTLOOK. See National Mobilization Guide Subsections 25.2.1 and 28.10, Exhibit 10, for product description and submission requirements.

This product will be generated by the Intelligence and Predictive Services staff at the Coordination Center level, based on data from weather forecast models and RAWS stations.

25.2.2 - MONTHLY FIRE WEATHER / FIRE DANGER OUTLOOK. See National Mobilization Guide Subsections 25.2.2 and 28.11, Exhibit 11, for product description and submission requirements.

This product replaces the report formerly known as the "Potential Assessment", and will be compiled at the GACC level. The Coordination Centers will provide direction on submission requirements and time frames within their area of responsibility.

25.2.3 - NATIONAL WILDLAND FIRE OUTLOOK REPORT. See National Mobilization Guide Subsection 25.2.3 for a product description.

25.3 - TACTICAL AVAILABILITY REPORT. Each Coordination Center will compile, distribute, and/or post on its web site an Area Tactical Availability Report by 1000 hours local time.

25.4 - INCIDENT PRIORITIES LISTING. The criteria contained in Subsection 11.2 of the National Mobilization Guide will be used to establish incident priorities. At Planning Levels IV and V, Great Basin Coordination Centers will utilize the priority listing format as identified in the Great Basin MAC Group Operating Plan. Time frames and requirements will depend upon the planning level or need.

25.5 - YEAR END STATISTICS. Dispatch centers will provide a copy of any available annual reports or statistical information to the appropriate Coordination Center by November 30th.

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26 - NATIONAL FIRE PREPAREDNESS PLAN. See National Mobilization Guide.

26.1 - WHY PREPAREDNESS LEVELS ARE ESTABLISHED. See National Mobilization Guide.

26.1.1 - WHY PREPAREDNESS LEVELS ARE ESTABLISHED - GREAT BASIN.

- A. To identify the level of wildland and prescribed fire activity, severity, and resource commitment within the Great Basin.
- B. To identify actions to be taken by Agency Administrators, Area Coordinator(s), Unit Administrators, and Unit Dispatchers of respective agencies to assure an appropriate level of preparedness/readiness for the existing and potential situation.
- C. To modify or curtail Area or Unit fire management activities when essential to assure preparedness or response capabilities for situations within the Area or Unit.

26.2 - GEOGRAPHIC AREA PREPAREDNESS LEVELS - GREAT BASIN PLAN.

26.2.1 - GENERAL.

- A. The Area Coordinator(s) will monitor the Area wildland fire situation and determine Preparedness Levels.
- B. As levels increase, all management direction/considerations from each previous level will automatically be continued at the next higher level.
- C. Area Preparedness Levels are determined from the ground up, and at the higher levels may constrain activities in a single unit not experiencing similar activity. This assures that sufficient resources will be available for Area or National situations. However, Area Preparedness Levels must also be responsive to the National Preparedness Levels which identify amounts of wildland fire activity, severity, and resource commitment nationally.
- D. Certain circumstances may arise where it is necessary to make exceptions to management considerations specified in the Preparedness Levels. The following section describes applicable circumstances and procedures to be followed.

26.2.2 - EXCEPTIONS.

Since the National Preparedness Levels are designed to ensure that sufficient resources are available for the National situation, management direction/considerations at higher levels may constrain activities in Geographic Areas not experiencing significant activity. In such a situation, the Great Basin Area may have activity occurring at a lower level than is reflected by the National Preparedness Levels. It may be necessary to continue activities within the Great Basin Area so long as those activities will not detract from actions being taken to assure an appropriate level of National preparedness/readiness.

26.3 - PREPAREDNESS LEVEL DESCRIPTIONS. See National Mobilization Guide for National Preparedness Level descriptions. Unit Preparedness Levels shall be determined in accordance with agency direction through Agency Directives. A similar process may take place for Interagency Dispatch Centers. The following are Preparedness Levels for the Great Basin Geographic Area.

ALL PREPAREDNESS LEVELS	
Description: The following activities apply regardless of the level of fire activity.	
Management Direction/Consideration	Responsibility
A. Report wildland and prescribed fire activity via the Interagency Situation Report program as directed by the appropriate Geographic Area Coordination Center.	Unit Administrator
B. For all incidents which meet the large fire criteria (100+ acres in timber, 300+ acres in grass, or IMT assignment), prepare an ICS-209 and WFSA and submit a copy to the appropriate Geographic area Coordination Center by 2200 daily until the incident is controlled.	Incident Commander/ Unit Administrator
C. Provide the appropriate Coordination Center with timely intelligence on existing and emerging situations.	Unit Administrator
D. Via the Interagency Situation Report program and Geographic Area Coordination Center website, provide a report of area fire activity as appropriate.	Area Coordinator(s)
E. Staff all dispatch centers in accordance with the level of fire activity and resource order workload not only at the local level but also the geographic and national levels. This will range from providing an after hours contact to staffing the center on a 24 hours a day basis.	Agency Administrator

Table 26-1: Great Basin Preparedness Levels

26.3.1 - PREPAREDNESS LEVEL I.	
Description: No large wildland fires in progress. Most units have low to moderate fire severity. Number and size of fires within normal range for that time of year(occasional fire or fires not exceeding 99 acres in size). Little or no commitment of other than local resources.	
Management Direction/Consideration	Responsibility
A. Ensure all units are fire ready.	Agency Administrator

26.3.2 - PREPAREDNESS LEVEL II.	
Description: One or more units experiencing moderate to high fire danger with NFDRS Staffing Classes II and III. Several units having 1/4 to 99 acre fires. Potential exists for initial attack fires to escape and become large, project fires. Resources within the area appear adequate to deal with the situation.	
Management Direction/Considerations	Responsibility
A. Ensure that incident management is conducted on an interagency basis.	Area Administrators
B. Consider severity needs and assess long range forecasts.	Area Administrators

26.3.3 - PREPAREDNESS LEVEL III.

Description: Several units experiencing high to very high fire danger with NFDRS Staffing Class III. Numerous units having 1/4 to 99 acre wildland or prescribed fire activities ongoing. Several wildland fires are escaping initial attack and reaching 100 to 300 acres or larger in size. Holding actions taking increasing numbers of resources. A Type I/II Incident Management Team is on order or committed, or 50 percent of area crews or initial attack resources committed, or a 30 percent combination of both.

Management Direction/Considerations	Responsibility
A. Agency/Geographic Areas monitor Wildland Fire Use (WFU) incidents, prescribed fire activities, and suppression requirements to maximize efficient resource utilization for identified priorities.	Unit Administrator
B. Ensure fire qualified personnel are available for fire assignment.	Unit Administrator
C. Coordinate prepositioning of area resources as may be appropriate.	Area Coordinator
D. Canvas units for anticipated severity funding needs. Consider requesting funds to strengthen preparedness capabilities (scarce resources).	Agency Administrator
E. Prepare for training and hiring of emergency firefighter crews.	Unit Administrator
F. Coordinate the need to extend day length of area resources.	Area Coordinator
G. Consider need for weekly Aviation calls.	Area Coordinator Agency Administrator
H. Consider need to activate MAC Group.	Area Coordinator/ Unit/Agency Administrator
I. Consider ordering a Frequency Coordinator.	Area Coordinator
J. Consider pre-positioning a radio kit/temporary repeater(s)	Area Coordinator

26.3.4 - PREPAREDNESS LEVEL IV.

Description: Two units experiencing very high or extreme fire danger, with NFDRS Staffing Class of IV. Numerous wildland fires escaped initial attack, and several are reaching 100-1000 acres in size. No break in the predicted weather for at least 48 hours. Two or more units experiencing incidents requiring Type I or II teams, 80 percent of all crews or initial attack resources committed on wildland fires. Competition exists for resources between units. Resources being mobilized from outside the Great Basin.

Management Direction/Considerations	Responsibility
A. Wildland Fire Use (WFU) and prescribed fire application can be continued or be initiated if the proposed action is approved by an agency at the regional or state office level. This approval must be based on an assessment of risk, impacts of the proposed actions on area resources and activities and must include feedback from the Geographic Area MAC Group. The Geographic Area MAC Group provides information or perspectives to agencies wishing to proceed with or implement a wildland fire use or prescribed fire application. The final decision to implement resides with the implementing agency.	Unit Administrator
B. Activate the Great Basin MAC Group. Consider/coordinate prepositioning of outside resources into the Area. Coordinate allocation of resources within the Area.	Area Coordinator
C. Coordinate wildland fire restriction.	Unit/Agency Administrator
D. Units with wildland fire activity will provide appropriate coordination centers with fire priorities and other pertinent information at 2300 and 1400 hours daily when appropriate.	Unit Administrator
E. Support National efforts to train military.	Unit/Agency Administrator
F. Provide NICC with fire priorities and other pertinent information at 0100 and 1600 hours daily.	Area Coordinator
G. Coordinate news releases with appropriate agencies.	Area Coordinator/ Unit Administrator
H. Consider activation of Area Aviation Coordinator Position and/or Aviation Safety Assistant Teams.	Unit/Agency Administrator
I. Conduct weekly Aviation calls.	Unit/Agency Administrator
J. Open per-identified mobilization centers/staging areas as appropriate.	Area Coordinator/ Unit Administrators
K. Consider pre-positioning appropriate Incident Management Teams.	Area Coordinator/ Agency Administrator
L. Consider ordering a Frequency Coordinator to be located at the affected coordination center.	Area Coordinator
M. Consider pre-positioning Type III IMT teams, Helicopter Modules, etc.	Area Coordinator/ Unit Administrator
N. Consider discontinuing filling other than emergency incident supply and equipment orders.	Area Coordinator/ GB Cache Manager

26.3.5 - PREPAREDNESS LEVEL V.	
<p>Description: Several units are experiencing major incidents which have the potential to exhaust all resources, while numerous new fires continue to occur. Most, if not all, the resources within the Area are committed; as resources become available, they are immediately reassigned to other incidents. The majority of support is coming from outside the Area. No break in the weather is predicted for at least 48 hours.</p>	
Management Direction/Considerations	Responsibility
A. Wildland Fire Use (WFU) and prescribed fire application can be continued or be initiated if the proposed action is recommended by the regional or state level. The National Agency Representative will assess risk and impacts of the proposed actions and discuss with the National MAC Group. This group will have an opportunity to provide information or perspectives to agencies wishing to proceed with or implement a wildland fire use or prescribed fire application. The final decision to implement resides with the implementing agency.	Unit Administrator
B. Dispatch available and/or on-call 24 hours per day (unless otherwise negotiated with GBCCs).	Unit Dispatcher
C. Intensify coordination efforts with all wildland fire protection agencies and news media.	Area Coordinator/ Unit Administrator

26.4 - NATIONAL MULTI-AGENCY COORDINATING GROUP (MAC) DECISIONS. See National Mobilization Guide.

26.4.1 - GREAT BASIN MULTI-AGENCY COORDINATING GROUP (MAC) DECISIONS. All GACG MAC decisions affecting Geographic Areas and/or providing management guidance will be included in the Incident Management Situation Report.

26.5 - FOLLOW-UP EVALUATION . See National Mobilization Guide.

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27 - MOBILIZATION PROCEDURES FOR MILITARY ASSETS AND INTERNATIONAL ASSIGNMENTS.

27.1 - ESTABLISHED RESOURCE ORDERING PROCESS. See [National Mobilization Guide](#) and [Military Use Handbook](#). (NFES Catalog #2175).

27.1.A - GREAT BASIN PROCEDURES. National Guard assets may be utilized, particularly to provide assistance with transportation. Release of units will follow mobilization procedures in reverse.

1. Idaho National Guard.

- a. Within the State of Idaho, Boise National Forest will serve as the liaison/contact for any request for Guard assets.
- b. All units within Idaho will order through the Eastern Great Basin Coordination Center (EGBCC) utilizing established dispatch channels. The EGBCC will then request National Guard Resources through the Boise Interagency Logistics Center (BILC).
- c. Idaho State Department of Lands (IDL) may order direct through the IDL State Fire Coordinator in Coeur D'Alene, with notification to EGBCC.

2. Utah National Guard.

- a. Within the State of Utah, the Salt Lake Interagency Fire Center (SLIFC) is the liaison/contact for any request for Guard assets.
- b. All units within Utah will order through the EGBCC utilizing established dispatch channels.

3. Nevada National Guard.

- a. Within the State of Nevada, units shall request Guard assistance through the Western Great Basin Coordination Center (WGBCC).
- b. The WGBCC will then request through the Nevada Division of Forestry, Sierra Front Interagency Dispatch Center (SFIDC).

4. Wyoming National Guard. The Wyoming National Guard shall be requested through established dispatch channels.

27.2 - CIVILIAN SUPPORT. See [National Mobilization Guide](#).

27.3 - DEMOBILIZATION PROCEDURES. See [National Mobilization Guide](#).

27.4 - INTERNATIONAL OPERATIONS. See [National Mobilization Guide](#).

27.4.1 - CANADA. See [National Mobilization Guide](#).

27.4.2 - SUPPORT TO OTHER NATIONS FOR LARGE SCALE MOBILIZATIONS. See [National Mobilization Guide](#).

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28 - DISPATCH FORMS. All units will use appropriate forms as designated by this Mobilization Guide and by their Coordination Center.

28.1 - RESOURCE ORDER. See National Mobilization Guide, 28.1, Exhibit 1.

28.2 - FOOD SERVICE REQUEST. See National Mobilization Guide, 28.2, Exhibit 2.

28.3 - PASSENGER AND CARGO MANIFEST. See National Mobilization Guide, 28.3, Exhibit 3.

28.4 - AIRCRAFT FLIGHT REQUEST/SCHEDULE. See National Mobilization Guide, 28.4, Exhibit 4.

28.5 - INFRARED AIRCRAFT SCANNER REQUEST. See National Mobilization Guide, 28.5, Exhibit 5.

28.6 - FAA TEMPORARY TOWER REQUEST. See National Mobilization Guide, 28.6, Exhibit 6.

28.7 - PREPAREDNESS/DETAIL REQUEST. See National Mobilization Guide, 28.7, Exhibit 7.

28.8 - INCIDENT STATUS SUMMARY (ICS-209). See National Mobilization Guide, 28.8, Exhibit 8.

28.9 - WILDLAND FIRE ENTRAPMENT/FATALITY. See National Mobilization Guide, 28.9, Exhibit 9.

28.10 - WEEKLY WILDLAND FIRE WEATHER/FIRE DANGER OUTLOOK. See National Mobilization Guide, 28.10, Exhibit 10.

28.11 - MONTHLY WILDLAND FIRE WEATHER/FIRE DANGER OUTLOOK. See National Mobilization Guide, 28.11, Exhibit 11.

Copies of the following forms are provided in the subsequent pages:

28.12 - INTERAGENCY REQUEST FOR TEMPORARY FLIGHT RESTRICTION. See Exhibit 12 and Subsection 24.9.

28.13 - DOCUMENTATION OF CONTACTS REQUESTING DECONFLICTION OF AIRSPACE BY THE MILITARY. See Exhibit 13 and Subsection 24.11.

28.14 - SAFECOM FORM. See Exhibit 14 or view on the Internet at <http://www.oas.gov/OASSAFTY/safecom.htm> or <http://205.173.2.4/safecom/index.htm>.

28.15 - AIRSPACE BOUNDARY MANAGEMENT PLAN AND FORM. See Exhibit 15 and Subsection 24.3.2 D.2.

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